Medworth Energy from Waste
Combined Heat and Power Facility

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Environmental Statement
Chapter 9: Landscape and Visual

Regulation reference: The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)

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Contents

9. Landscape and Visual

9.1 Introduction

9.1.1 This chapter presents the Environmental Assessment of the likely significant effects of the Proposed Development with respect to landscape and visual impacts, including impacts upon townscape.

9.1.2 The chapter should be read in conjunction with the description of the development provided in **Chapter 3: Description of the Proposed Development (Volume 6.2)** and with respect to relevant parts of other chapters especially **Chapter 8: Air Quality**, **Chapter 10: Historic Environment**, **Chapter 11: Biodiversity**, and **Chapter 14: Climate (**all **Volume 6.2)**, where common Receptors have been considered and where there is an overlap or relationship between the assessment of effects. A list of terms and abbreviations can be found in **Chapter 1: Introduction, Appendix 1F (Volume 6.4)**.

9.1.3 Twelve appendices **(Volume 6.4)** accompany this Landscape and Visual Impact Assessment (LVIA) as follows:

- Appendix 9A – Consultation Response Summaries;
- Appendix 9B – LVIA Methodology;
- Appendix 9C – NCA & LCT/LCA Key Characteristics Summaries;
- Appendix 9D – Townscape Characterisation Baseline Study;
- Appendix 9E – Landscape Sensitivity Assessments;
- Appendix 9F – Townscape Sensitivity Assessments;
- Appendix 9G – Landscape Character Assessment Tables;
- Appendix 9H – Townscape Character Assessment Tables;
- Appendix 9I – Viewpoint Assessment;
- Appendix 9J – Visual Assessment Tables;
- Appendix 9K – Residential Visual Amenity Assessment; and
- Appendix 9L – Visualisation Methodology.

9.1.4 These appendices contain the extensive volume of baseline information and detailed assessments with summaries included in **Sections 9.5** and **9.9** in order to present a clear and succinct ES chapter.

9.2 Consultation and Stakeholder engagement

9.2.1 The assessment has been informed by consultation responses and ongoing Stakeholder engagement. An overview of the approach to consultation is provided in **Chapter 4: Approach to the EIA (Volume 6.2)**.

9.2.2 A summary of the relevant responses received in the Scoping Opinion in relation to LVIA and confirmation of how these have been considered within the assessment to date is presented in **Table 1.1** in **Appendix 9A Consultation Response Summaries (Volume 6.4)**.

9.2.3 An overview of the key Stakeholders consulted following scoping and a summary of the issues discussed in relation to LVIA is presented in **Table 2.1** in **Appendix 9A Consultation Response Summaries (Volume 6.4)**.

9.2.4 A summary of the relevant responses received to the PEIR, together with any subsequent discussions held in relation to LVIA and confirmation of how these have been considered within the assessment to date is presented below in **Table 9.1 Summary of PEIR responses for landscape and visual together with any subsequent engagement**.

Table 9.1 Summary of PEIR responses for landscape and visual together with any subsequent engagement

Consultee	Issue raised	Response
Forestry Commission	This project given its location does not appear to impact on any ancient woodland. It may affect some trees, but we would expect the project to ensure more tree planting to compensate and to act to break up the hard structure within the landscape.	**Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3)** shows how a proportion of the existing mature trees contained in the plantation on the southern boundary of the EfW CHP Facility Site will be retained (further assessment detail on loss of trees is set out in **Chapter 11: Biodiversity (Volume 6.2)**). This plan also shows how replacement native trees, wet woodland and sections of hedgerow will be provided close to the laydown maintenance area, vehicle queuing area and the 132kV switching compound in the southern part of the EfW CHP Facility Site. As the trees and wet woodland become established, they will help to partly screen and filter some views of these and other ground and low-level operational components in the southern part of the site and the southern elevation of the EfW CHP Facility.
Fenland District Council (specifically the Fenland Business & Economy Team)	The massing of the proposed development is incongruous with the surrounding built environment & Landscape. The proposed built mass is enormous and does not sit comfortably when viewed from any of the surrounding Landscape angles. The proposed chimneys are visually imposing and are likely to be viewed from many miles away. The chimneys have a significant negative impact on the	The height of the boiler house building as the tallest component part of the EfW CHP Facility main building has been reduced from 55m to 52m when including for a LoD of 2m i.e., the maximum height would likely be reduced to 50m. The two chimneys would each have a minimum height of 84m and maximum height of 90.0m and a maximum diameter of 3.2m. The landscape and townscape assessments make a detailed assessment of the impacts and effects of the buildings and chimneys proposed for the EfW CHP Facility upon host, nearby and more distant Landscape

Consultee	Issue raised	Response
	characteristics of the surrounding fen landscape.	Character Areas and types as well as eight Townscape Character Areas that have been defined specifically for the LVIA, shown in **Figure 9.10: Townscape Character Areas (Volume 6.3)**. The LVIA includes photomontage or photowire visualisations from 27 Viewpoint locations that illustrate the scale, mass, appearance, and height of the Proposed Development. These locations were agreed with consultees and are located across a 17km radius LVIA Study Area. These issues are key components of the landscape, townscape and visual assessments with effects assessed in **Section 9.9** of this chapter.
Fenland District Council (specifically the Fenland Business & Economy Team)	The proposed routes to the electricity sub-station at Walpole would further pepper the landscape with underground cables and a significant 'run' of overhead power lines. The open fen countryside and landscape, famed for its broad horizon's, would be further impacted visually by obtrusive overhead power lines.	As shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)** and described in **Chapter 3: Description of the Proposed Development (Volume 6.2)**, the Grid Connection to the Walsoken Substation proposed will be underground along its entire route. Consequently, other than for the six-month construction period, the Grid Connection will now be underground and so it would have no significant impacts upon the open fen countryside and landscape.
Wisbech Town Council	It is not clear how the assessment of likely significant effects has been undertaken when embedded environmental measures have yet to be determined. Therefore, no reliance can be placed on the conclusions of the assessment.	The assessment undertaken for both the PEIR and the ES is a worst-case assessment, and in full accordance recognised best practice i.e., GLVIA3. Consequently, reliance can be based upon the conclusions of the LVIA. The assessment in the ES has taken account of embedded mitigation developed subsequent to the PEIR. The landscape measures include the planting of trees, woodland, and hedgerows in the southern part of the EfW CHP Facility Site, and the design of the cladding used on the buildings.
Wisbech Town Council	No information is provided on the impact on the landscape character or views of depositing the excavated materials from the construction of the waste bunker 15m below ground level on the site or the impact of transporting it off-site.	The assessment of effects of the construction phase upon Landscape Character Areas and Townscape Character Areas, together with an assessment of effects upon visual Receptors considers the full range of activities and components proposed as described in **Chapter 3: Description of the Proposed Development (Volume 6.2),** including the deposition of excavated

Consultee	Issue raised	Response
		materials and the increased traffic movements to which off-site transporting of materials could make a minor contribution.
Wisbech Town Council	The visualisations provided within the PEIR demonstrate that there will be elements of the Medworth EfW CHP Facility which would be significantly higher than the existing buildings within the area. Wisbech Town Council has concerns that it will appear incongruous and will visually transform the character of the area from a quaint Georgian Market Town to an industrial setting.	The LVIA contains a full assessment on the effects on Townscape within the settlement of Wisbech and on the views from Viewpoints within the town including at North Brink at Elgood's Brewery (VP7), Peckover House (VP10) and Wisbech Park (VP11). The EfW CHP Facility is located within an established industrial estate and would not have a significant impact upon the townscape character of the historic parts of Wisbech.
Cambridgeshire County Council (Liz Lake Associates)	LVIA methodology so far appears to follow most of the principles set out within GLVIA3.	No response required.
Cambridgeshire County Council (Liz Lake Associates)	New LI guidance on landscape value (TGN 02/21) should be incorporated within the LVIA.	This is added to the list of technical guidance although it is noted that the Landscape Character Area and Townscape Character Area sensitivity assessments in **Appendices 9E & 9F (Volume 6.4)** already align with the principles set out within TGN 02/21.
Cambridgeshire County Council (Liz Lake Associates)	The LVIA study area has been extended to 17km for both landscape and visual Receptors.	No response required. Study Area definition is set out at **Section 9.4** of this chapter.
Cambridgeshire County Council (Liz Lake Associates)	There is a concern that there may be some underrepresenting of the effects on landscape, townscape and visual. For example, the LVIA has not identified any significant effects upon landscape or townscape character. As a result, the effect on landscape character, townscape character and visual Receptors should be reviewed as the project progresses and re-evaluated following design freeze.	The ES has assessed landscape and visual impacts in accordance with the description of development in **Chapter 3 Description of the Proposed Development (Volume 6.2)** which reflects the project parameters that are the subject of the DCO application. The Applicant is satisfied that the assessment is robust.

Consultee	Issue raised	Response
Cambridgeshire County Council (Liz Lake Associates)	Cumulative assessment needs undertaking	A Cumulative Landscape and Visual Impact Assessment (CLVIA) is included in the **Chapter 18: Cumulative Effects Assessment (Volume 6.2)** utilising a shortlist of projects agreed with the Host Authorities.
Cambridgeshire County Council (Liz Lake Associates)	There is no landscape mitigation proposed - not space within the existing Site and an acknowledgment that any landscaping provided would be insufficient to mitigate effects.	Subsequent to the PEIR, the potential for limited further landscape mitigation has been reviewed within the acknowledged spatial constraints. The resultant landscape mitigation measures are illustrated in **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.4).**
Cambridgeshire County Council (Liz Lake Associates)	The ZTV study has been undertaken using individual nodes as opposed to a full 3D block model as requested. The ZTV study therefore fails to accurately represent the scale, depth, width, and mass of the structures.	In the meeting held between the Applicant's LVIA consultant and Liz Lake Associates on 11 January 2022, it was confirmed that the use of individual nodes (or multiple points) was appropriate for the purposes of paragraph 6.8 of GLVIA3.
Cambridgeshire County Council (Liz Lake Associates)	No assessment of the Thomas Clarkson Academy as previously requested.	Notwithstanding the agreement of PINS to scope out the Thomas Clarkson Academy as set out in **Appendix 9A– Consultation Response Summaries (Volume 6.4)**, this visual Receptor has been added to the list of community visual Receptors in the LVIA and **Appendix 9J (Volume 6.4)** at the request of Cambridgeshire County Council (Liz Lake Associates).
Cambridgeshire County Council (Liz Lake Associates)	Wireframes look appropriate for this stage of the projects. Locations for the photomontages need agreeing in due course.	Agreement upon the subdivision of viewpoints for the production of photomontages and photowires has been reached via memo to Liz Lake Associates dated 15 December 2021 and subsequently at the meeting on 11 January 2022 with follow up memo received 8 February 2022. Type 4 Photomontages are included in the LVIA from Viewpoints 2, 5, 6, 7, 8, 9, 12, 13 & 16. Type 4 Photowires are included in the LVIA from Viewpoints 1, 3, 4, 10, 11, 15, 18, 19 & 21. Type 3 Photowires are included in the LVIA from Viewpoints 22, 23, 24, 25, 26, 27, 28, 29 & 30. The adoption of the underground Grid Connection results in there being no requirement for any visualisations at

Consultee	Issue raised	Response
		Viewpoints 14, 17 & 20 which were selected to illustrate OHL sections 1 & 2 in the PEIR.
Cambridgeshire County Council – Ecology and Biodiversity	Need to develop a landscape strategy with ecological inputs and further local authority consultation.	A landscape strategy has been developed in consultation with the project ecological consultants. This is shown in plan form on **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3)** and further written details provided in the **Outline Landscape and Ecological Management Plan (LEMP) (Volume 7.8)**. It includes native wet woodland, native hedgerows, native trees, native shrub and species rich neutral grassland and species rich wet grassland. Green walls and brown roofs are also included.
Natural England	The proposal is not located within or in the vicinity of any nationally designated landscapes. We support the use of the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) in carrying out LVIA.	No response needed.
Norfolk County Council	Agreement with 17km radius LVIA study area.	No response needed. Study Area definition is set out at **Section 9.4** of this chapter.
Norfolk County Council	We note the inclusion of the Zone of Theoretical Visibility (ZTV) in relation to both the EfW CHP Facility and potential pole locations in relation to the grid connection routes and note the reasons for not included the CHP connection or Access Improvements and Temporary Construction Compounds within the ZTV.	No response needed, although adoption of a UGC means that Zone of Theoretical Visibility (ZTV) are not required for the operational phase of the Grid Connection.
Norfolk County Council	The viewpoints selected have been agreed in earlier consultation and represent a range of Receptors across the Norfolk part of the LVIA study area. Justification for each viewpoint appears sound and we have no further comments to make on the locations chosen at this stage.	No response needed.

Consultee	Issue raised	Response
Norfolk County Council	The LVIA has been undertaken in accordance with best practice guidance and uses methodology based on the Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3).	No response needed.
Norfolk County Council	We understand that Lighting will be considered as part of the ES, when the design is further progressed, and that the assessment of any landscape impacts will be considered then.	The ES includes **Appendix 3B Outline Lighting Strategy (Volume 6.3)** (secured by DCO Requirement) which was consulted in the review of the potential contribution of operational phase lighting for relevant Receptors for landscape, townscape and visual.
Norfolk County Council	In terms of the Grid Connection route, which falls largely within Norfolk. We understand that Option 1 would require 82 poles, whilst Option 2 will require 15 by nature of being a shorter route. The first section of 15 poles being of commonality in both routes and requiring a maximum of 14m posts. Noting that both routes include a 2km section of undergrounding, of which a small part lies within Norfolk, that following completion of reinstatement works will have negligible visual impact beyond a number of small field maker posts.	The adoption of a UGC, as described in **Chapter 3: Description of the Proposed Development (Volume 6.4)** has the consequence that this response is superseded. The impacts of the construction of the UGC have been included in the relevant assessments for landscape and visual Receptors in the LVIA.
Norfolk County Council	Receptors located within Norfolk are predominantly concluded to have Minor, Not Significant Level of Significance due to several reasons including topography and intervening vegetation, as well as the relatively slender nature of the poles in a landscape already containing larger steal lattice pylons.	No response needed.
Norfolk County Council	Need for a complete list of permitted, planned and potential developments within the study area to be agreed. It is noted that the CLVIA will be undertaken as part of the ES and will assess on Receptors	The list of included developments is set out in **Chapter 18: Cumulative Effects Assessment (Volume 6.2)** which are shown in **Figure 18.1 (Volume 6.3)**. A CLVIA is included within **Chapter 18: Cumulative Effects Assessment (Volume 6.2)**.

Consultee	Issue raised	Response
	where there is a potential for significant cumulative effects.	

9.3 Relevant legislation, planning policy, technical guidance

Legislative context

9.3.1 Legislation relevant to the assessment of the effects on landscape and visual Receptors is provided in **Table 9.2 Legislative context for landscape and visual** below:

Table 9.2 Legislative context for landscape and visual

Legislation	Implications
The European Landscape Convention (ELC)	This is a Council of Europe initiative that provides a broad framework for landscape planning and management across all member states including the UK, which ratified the ELC in 2007[1]. The status of this convention is not affected by Brexit. The ELC defines landscape as, "*an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*" and is committed to several core principles and actions. These commitments are implemented by existing domestic policy and legislation (see **Table 9.3** below) rather than through any ELC-specific framework. The ELC is a thread throughout the LVIA, with a particular influence upon the methodology under which the sensitivity of landscape and visual Receptors is assessed (see **Section 9.4**).
Hedgerow Regulations	Hedgerows are protected in England and Wales under the Hedgerow Regulations 1997[2]. No Important hedgerows are to be removed as part of the Proposed Development although a ~100m length of hedgerow on the EfW CHP Facility Site would be removed, adjacent to an Internal Drainage Board (IDB) drainage channel.

Planning policy context

9.3.2 There are a number of policies at the national and local level that are relevant to the Proposed Development. Key provisions within the overarching national policy statements, which provide the primary policy basis for the consideration of NSIPs, are provided in **Table 9.3 Planning policy context for landscape and visual: Adopted National Policy Statements**. This section should be read in conjunction with **Chapter 5: Legislation and Policy (Volume 6.2)**.

[1] Council of Europe. *European Landscape Convention*. (2000)
[2] UK Government. Statutory Instrument (1997) No. 1160 *The Hedgerows Regulations* 1997.

Table 9.3 Planning policy context for landscape and visual: Adopted National Policy Statements

Policy reference	Implications	Section addressed
Overarching National Policy Statement for Energy (EN-1)[3]	Paragraph 5.2.4 notes that the "*impact of stack heights on landscape and visual amenity will be a consideration*", noting it also states *'Design of exhaust stacks, particularly height, is the primary driver for the delivery of optimal dispersion of emissions and is often determined by statutory requirements'*	Issues related to the height of the proposed stacks (or chimneys) are addressed throughout the llandscape and visual assessment, in particular **Section 9.9.**
	Paragraph 5.9.1 states that the effects of energy projects will vary on a case-by-case basis according to the type of development, its location, and the landscape setting of the proposed development. Under paragraph 5.9.5, an applicant should carry out a landscape and visual assessment and report it in its Environmental Statement. The assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impact relevant to a proposed project. Paragraphs 5.9.6 and 5.9.7 describe the overarching issues that should be included within the landscape and visual assessment as follows: • The effects during construction of the project and the effects of the completed development and its operation on landscape components and landscape character; and • The visibility and conspicuousness of the project and potential impacts on views and visual amenity including light pollution effects.	These overarching issues are addressed throughout the landscape and visual assessment, most especially in the sections upon data gathering methodology (**Section 9.4**); baseline (**Section 9.5**); scoping (**Section 9.6**); Assessment methodology (**Section 9.8**); and preliminary assessment of effects (**Section 9.9**). The **Outline Lighting Strategy** is provided in **Appendix 3B (Volume 6.4).**
	Paragraph 5.9.8 relates to landscape impact and notes that landscape effects will depend on the existing character of the local landscape, its current quality, how highly it is valued and its capacity to accommodate change. The assessment will need to take these factors into consideration in judging the	The existing landscape (and townscape) character is set out in the landscape baseline in **Section 9.5** with the value and susceptibility and hence the sensitivity of each landscape and townscape character area set out in **Appendices 9E (landscape)**

[3] Department of Energy & Climate Change. Overarching National Policy Statement for Energy (EN-1). (2011)

Policy reference	Implications	Section addressed
	impact of the Proposed Development on the landscape. EN-1 recognises that virtually all nationally significant energy infrastructure projects will have effects on the landscape	**and 9F (townscape) (Volume 6.4).** The assessment of landscape and townscape effects is set out in **Appendices 9G (landscape)** and **9H (townscape) (Volume 6.4)** and in **Section 9.9** of this ES.
	In terms of developments in other areas, paragraph 5.9.17 summarises the preceding text on landscape impact and states that "*The IPC (and since, the Secretary of State) should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to minimise harm to the landscape, including by reasonable mitigation*."	As above with embedded mitigation set out in **Section 9.7**; and implementation of environmental measures in **Section 9.11**.
	Paragraphs 5.9.18 and 5.9.19 relate to visual impact and notes that visual effects upon sensitive visual Receptors such as local residents and "*visitors to the local area"* may outweigh the benefits of a project. It may be helpful for attention to be drawn to examples of existing permitted infrastructure with "*a similar magnitude of impact upon sensitive Receptors*".	As above with the visual assessments for residents in the closest properties to the EfW CHP Facility Site set out in **Appendix 9K;** for local communities set out in **Appendix 9J** and for visitors i.e., recreational Receptors set out in **Appendix 9J (**all **Volume 6.4)**. The detailed assessments contained within the appendices are summarised in **Section 9.9**.
	Paragraph 5.9.20 requires that the landscape and visual impacts of visible plumes from chimney stacks should be "*taken into account*" by an applicant.	The impacts of the visible plume upon relevant landscape, townscape and visual Receptors are included within the landscape, townscape, and visual assessments of effects in **Appendices 9G, 9H, 9I, 9J and 9K (**all **Volume 6.4)** and summarised in **Section 9.9.**
	Paragraph 5.9.22 relates to mitigation and states that adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within that site, design including colours and materials, and landscaping schemes, depending on the size and type of the proposed project. Materials and designs of buildings should always be given careful consideration.	As above with embedded mitigation set out in **Section 9.7**; optimal additional mitigation or compensation in **Section 9.10**, and implementation of environmental measures in **Section 9.11**.

Policy reference	Implications	Section addressed
National Policy Statement for Renewable Energy Infrastructure (EN-3)[4]	Section 2.4, paragraph 2.4.2 states that proposals for renewable energy infrastructure should demonstrate good design in respect of landscape and visual amenity.	This requirement by the descriptions of embedded mitigation set out in **Section 9.7**; additional mitigation/compensation in **Section 9.10**, and implementation of environmental measures in **Section 9.11**.
	Paragraph 2.5.48 states that an applicant's assessment of a proposed waste facility should include for an assessment of the landscape and visual effects of the proposed infrastructure in accordance with the policy set out in 5.9 of EN-1.	As per the preceding entries in this table, the contents of this chapter comply with this requirement.
National Policy Statement for Electricity Networks Infrastructure (EN-5)[5]	Paragraphs 2.8.8 to 2.8.9 relate to undergrounding and states that where there are serious concerns about the potential adverse landscape and visual effects of a proposed overhead line, the IPC (and since, the Secretary of State (SoS)) will have to balance these against other relevant factors, including the need for the proposed infrastructure, the availability and cost of alternative sites and routes and methods of installation (including undergrounding).	The justification for the design and selection of the proposed Grid Connection is set out in **Chapter 2 Alternatives (Volume 6.2)**. Where relevant to landscape and visual issues, these are summarised in **Section 9.7** which sets out embedded mitigation.

9.3.3 In September 2021, the Department of Business, Energy and Industrial Strategy (BEIS) consulted on a review of energy NPS with consultation closing on 29 November 2021. The Draft Energy NPSs were reviewed to reflect the policies and broader strategic approach set out in the Energy White Paper[6] and ensure a planning framework was in place to support the infrastructure requirement for the transition to net zero.

9.3.4 **Table 9.4 Planning policy context for landscape and visual: Draft National Policy Statements** summarises some of the key provisions within those Draft Energy NPSs which are considered to be relevant to the Proposed Development where they differ from the current NPS and/or provide potential need for additional landscape and visual considerations.

[4] Department of Energy & Climate Change. National Policy Statement for Renewable Energy Infrastructure (EN-3). (2011).
[5] Department of Energy & Climate Change. National Policy Statement for Electricity Networks Infrastructure (EN-5). (2011).
[6] Secretary of State for Business, Energy, and Industrial Strategy. (2020). The Energy White Paper - Powering our Net Zero Future (CP 337). UK Government.

Table 9.4 Planning policy context for landscape and visual: Draft National Policy Statements

Policy reference	Implications	Section addressed
Draft Overarching National Policy Statement for Energy (EN-1)	Paragraph 1.7.4 indicates that there may be "*cumulative negative effects on water quality, water resources, flood risk, coastal change and health at the regional or sub-regional levels depending upon location and the extent of clustering of new energy and other infrastructure*. *Proposed energy developments will still be subject to project level assessments, including Environmental Impact Assessment (EIA), and this will address locationally specific effects. The energy NPSs set out mitigation for cumulative negative effects by requiring the Secretary of State to consider accumulation of effects as a whole in their decision-making on individual applications for development consent*."	Landscape and visual cumulative effects are assessed in the Cumulative Assessment in **Chapter 18 Cumulative Effects Assessment (Volume 6.2).**
	Paragraph 4.6.1 under the heading of Criteria for 'Good Design' for Energy Infrastructure states that "*The Visual appearance of a building, structure, or piece of infrastructure, and how it relates to the landscape it sits within, is sometimes considered to be the most important factor in good design*." Paragraph 4.6.3 states that the SoS needs to be satisfied that energy infrastructure developments "*are as attractive, durable and adaptable … as they can be*." The applicant should *"take into account both functionality (including fitness for purpose and sustainability) and aesthetics (including its contribution to the quality of the area in which it would be located, any potential amenity benefits, and visual impacts on the landscape or seascape) as far as possible.*" Good design should be demonstrated "*in terms of siting relative to existing landscape character, landform and vegetation*."	These paragraphs are met by the descriptions of embedded mitigation set out in **Section 9.7**; additional mitigation/compensation in **Section 9.10**, and implementation of environmental measures in **Section 9.11**. The design of the Proposed Development is set out in **Chapter 3 Description of the Proposed Development (Volume 6.2)** whilst information on the alternatives considered when developing the design can be found within **Chapter 2 Alternatives (Volume 6.2).**
	Paragraph 5.12.9 relates to the Applicant showing good design for the Proposed Development through e.g., to the selection of the quietest or most acceptable cost-effective plant	The design of the Proposed Development is set out in **Chapter 3 Description of the Proposed Development (Volume 6.2)** whilst information on the

Policy reference	Implications	Section addressed
	available; containment of noise within buildings wherever possible; and, where possible, the use of landscaping to reduce noise transmission.	alternative considered when developing the design can be found within **Chapter 2 Alternatives (Volume 6.2)**. Noise impacts are assessed in **Chapter 7 Noise and Vibration (Volume 6.2)**.
Draft National Policy Statement for Renewable Energy Infrastructure (EN-3)	Paragraph 2.14.7 notes that earth bunds and mounds and tree planting may be used for "*softening*" the visual intrusion of waste/biomass combustion generating station sites. However, *"these features should be sympathetic to local landscape character and follow best practice*."	The design of earth bunds and tree planting within the EfW CHP Facility Site of the Proposed Development are shown on **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3).**
Draft National Policy Statement for Electricity Networks Infrastructure (EN-5)	Paragraph 1.7.7 notes that the undergrounding of electricity lines will have "*significant positive effects for landscape Receptors in the medium to long term, by removing long term visual impacts, … the short-term effects may be more significant*" due to "*a larger construction footprint and disruption of soil.*"	The justification for the use of a underground Grid Connection is set out in **Chapter 2 Alternatives (Volume 6.2)**. Any landscape and visual impacts arising from the construction of the cable are assessed on relevant Receptors where appropriate throughout the landscape and visual assessment.

9.3.5 Other national and local policies which may provide additional guidance which can be considered material to the consideration of a NSIP are detailed in **Table 9.5 Planning policy context for landscape and visual: National and local planning policies**, below.

Table 9.5 Planning policy context for landscape and visual: National and local planning policies

Policy reference	Implications	Section addressed
National Planning Policy Framework (NPPF)[7]	Paragraph 130 states that planning policies and decisions should ensure that developments "*are visually attractive as a result of good architecture, layout and appropriate and effective landscaping*".	The design of the EfW CHP Facility is presented in **Chapter 3 Description of the Proposed Development (Volume 6.2)** and the **Design and Access Statement (Volume 7.5)**. The alternatives considered as the design evolved are set out in **Chapter 2 Alternatives (Volume 6.2)**. There was landscape and

[7] Ministry of Housing, Communities & Local Government. National Planning Policy Framework. (2021).

Policy reference	Implications	Section addressed
		visual input and analysis of alternative designs.
	Paragraph 174 states that planning policies and decisions should contribute to and enhance the natural and local environment. This will be achieved by (amongst other criteria) "*protecting and enhancing valued landscapes…… (in a manner commensurate with their statutory status or identified quality in the development plan)"* and "*recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem service, including the economic and other benefits… of trees and woodland*".	Whilst there are no national or local landscape designations within the Study Area, the landscape assessment in **Appendix 9G (Volume 6.4)** and summarised in **Section 9.9** assesses the effects of the Proposed Development upon landscape character whose sensitivity is assessed through the application of an application of their value determined through use of appropriate criteria as set out in Box 5.1 of GLVIA3.
Local Policy		
Cambridgeshire County Council and Peterborough City Council Minerals and Waste Local Plan 2036 (2021) **Headline Objective 8, paragraph 2.2, is to conserve and enhance the quality and distinctiveness of landscape**	As described in **Chapter 5 Legislation and Policy (Volume 6.2)**, the plan was adopted by Cambridgeshire County Council and Peterborough City Council on 28 July 2021. Full consideration to be given to developing effective landscape mitigation measures and ensuring that all aspects of the design of the EfW CHP Facility accords with this objective.	The evolution of the design of the EfW CHP Facility's components is set out in **Chapter 2 Alternatives (Volume 6.2)**. The landscape mitigation plan is shown in **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3)**. The manner in which the design relates to the quality and distinctiveness of the landscape (and townscape) is assessed throughout the landscape and townscape assessments in this chapter, especially **Section 9.9**. These qualities are defined for the Study Area in **Appendices 9G and 9H (**both **Volume 6.4)**.
Policy 4: Providing for Waste Management	The section of this policy that is of relevance to the landscape and visual assessment is the need to consider the relationship of the Proposed Development with the settlement within which it is located or sited on the edge of by virtue of landscape and design of the facility.	The landscape, townscape and visual assessments contained in **Section 9.9** frequently take these factors into consideration in undertaking assessments for individual Receptors.
Policy 17: Design	• Policy subsection (e) states that "*visual richness*" should be created (in the context of the Proposed Development) through consideration of building type, height, layout, scale, form, density, massing, materials, and	The evolution of the design of the EfW CHP Facility's components is set out in **Chapter 2 Alternatives (Volume 6.2)**. The landscape mitigation plan is shown in **Figure 3.14: Outline**

Policy reference	Implications	Section addressed
	colour and through landscape design; • Policy subsection (f) emphasises the need to the Proposed Development to be sympathetic to local character including surrounding built development and landscape setting; • Policy subsection (g) requires the retention or enhancement of important features and assets (including trees and hedgerows) within the landscape, treescape or townscape and conserve or create key views; and • Policy Subsection (h) requires provision of a landscape enhancement scheme which takes account of any relevant landscape character assessments, and which demonstrates that the development can be assimilated into its surroundings and local landscape character.	**Landscape and Ecology Strategy (Volume 6.3)**. The manner in which the design and landscape mitigation proposals impact upon these landscape and townscape attributes is assessed throughout the landscape and townscape assessments in this chapter, especially **Section 9.9**. The manner in which the design and landscape mitigation proposals impact upon key views is assessed in **Appendix 9I (Volume 6.4)** and summarised in **Section 9.9**.
Policy 18: Amenity Considerations	The Proposed Development must not result in unacceptable adverse impacts on the amenity of existing occupiers of any land or property, including being "*unacceptably overbearing*"; overshadowing nearby property; or generating light pollution or glare from "*artificial light*".	An assessment of the potential for the operational EfW CHP Facility to be overbearing and/or overshadow nearby residential properties is the focus of the Residential Visual Amenity Assessment (RVAA) contained in **Appendix 9K (Volume 6.4)**. The **Outline Lighting Strategy** is presented in **Appendix 3B (Volume 6.4)**. The potential contribution of lighting impacts to nearby and relevant landscape, townscape and visual Receptors is assessed throughout **Section 9.9** and, where relevant, further detail is provided in **Appendices 9G, 9H, 9I, 9J and 9K (Volume 6.4)**.

Policy reference	Implications	Section addressed
Appendix 3: Location and Design of Waste Management Facilities (2021)	Appendix 3 has various implications for the Proposed Development throughout the subsection on urban edge/new development sites. Paragraph 2.12 states that detailed design should include "*appropriate buffers created by different land-uses or landscape treatments, supplemented by high quality design*." Under the subheading of Urban Edge/New Development Principles the following relevant requirements are listed: • The location and design of the buildings should complement the planned scale and built form of the local area and new development areas; and • Opportunities for new planting should be created and, where possible, buffer planting should be integrated with existing landscape/woodland features. Under the heading of Design Criteria several criteria headings are set out with supporting details. Those that are of relevance to the landscape and visual assessment are: • Paragraph 3.3 relating to size, scale, and massing of the built form and how the overall size should be minimised to avoid potential adverse landscape impacts; • Paragraph 3.4 relating to the use of green and brown roofs and the use of simple colour treatments; • Paragraph 3.5 is concerned with the potential for an "urban edge setting" for innovative design and use of alternative materials plus the use of a combination of curved or monopitch roofs; • Paragraph 3.6 is concerned with ensuring that emphasis is placed upon design details, including rooflines, throughout the design development; and • Paragraph 3.8 emphasises further the need to consider buildings' cladding, and the scale, height, and massing of the	Many of the design requirements set out in Appendix 3 are addressed in the evolution of the design as described within **Chapter 2 Alternatives (Volume 6.2)** and its supporting plans. Landscaping design is included in the landscape mitigation plan shown in **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3)**. The manner in which various design decisions and parameters affect Landscape, Townscape and visual impacts/ Receptors is set out in **Appendices 9G, 9H, 9I, 9J and 9K (**all **Volume 6.4)** and summarised in **Section 9.9.**

Policy reference	Implications	Section addressed
	Proposed Development's different built forms. This section of the appendix emphasises the need to address local distinctiveness and use imaginative design solutions. Under the heading of Transport, Access, Parking and Circulation paragraph 3.14 states landscape works should be used to reduce the visual impact of external operation areas and parking areas. Under the heading of Lighting paragraph 3.17 states that lighting equipment and design should minimise potential adverse lighting impacts of glare and light spill. Under the heading of Landscape and Boundary Treatments several criteria headings are set out with supporting details. Those that are of relevance to the landscape and visual assessment are: • Paragraph 3.21 is concerned with treatments being developed in accordance with local landscape and townscape character and existing landscape features utilising existing information on landscape character; • Paragraph 3.22 is concerned with the use of native species; and • Paragraph 3.26 is concerned with the potential for the use of mounding as a boundary treatment.	
Fenland Local Plan (Adopted May 2014)[8] **Policy LP6 - Employment, Tourism, Community Facilities & Retail**	This policy states that for B1/B2/B8 employment proposals will be assessed against nine criteria including impact on urban/landscape character and the setting of settlements.	A bespoke Townscape assessment has been undertaken in **Appendix 9D (Volume 6.4)**. which has been summarised in the baseline in **Section 9.5**. Impacts on the defined Townscape Character Areas are assessed along with impacts on extant Landscape Character Areas in the assessment of landscape effects and townscape effects in **Appendices 9G and 9H (**both

[8] Fenland District Council. Fenland Local Plan. (2014)

Policy reference	Implications	Section addressed
		Volume 6.4). which are summarised in **Section 9.9**.
Policy LP8 – Wisbech	This policy and supporting text in Section 4.3 provides a succinct summary of some of the key Townscape Characteristics of Wisbech and the likely location of development for potential inclusion in the future baseline and CLVIA.	The information provided has been incorporated in the bespoke Townscape character assessment in **Appendix 9D (Volume 6.4)** and consequently is utilised in the Townscape assessment in **Appendix 9H (Volume 6.4)**: which has been summarised in **Section 9.9**. The future baseline is presented in **Section 9.5** and the CLVIA is included in **Chapter 18 Cumulative Effects Assessment (Volume 6.2)**.
Policy LP12 – Rural Areas Development Policy	Part A refers specifically to villages (i.e., not Wisbech), but refers to the need for new development to not harm the wide, open character of the countryside. The policy also refers to not adversely harming the character and appearance of villages; and the retention and respect for "*natural boundaries such as trees, hedgerows, embankments and drainage ditches.*"	The impacts of the Proposed Development on landscape elements form a component of the assessment of landscape Effects in **Section 9.9** that are scoped out of further assessment (**Table 9.11 Landscape and visual Receptors scoped out of further assessment**). Impacts upon the character of villages are inherently part of the preliminary assessment of effects upon landscape character set out in **Section 9.9**.
Policy LP14 – Responding to Climate Change and Managing the Risk of Flooding	This policy states that proposals for renewable energy technology and associated infrastructure will be assessed "*individually and cumulatively on their merits*" considering factors including the surrounding landscape, townscape, and heritage assets; and Residential Visual Amenity.	Impacts on the defined Townscape Character Areas and extant Landscape Character Areas are set out in the assessment of landscape Effects and townscape effects in **Appendix 9G**: and **Appendix 9H (**both **Volume 6.4)**: which are summarised in **Section 9.9.** The assessment of visual effects in **Appendix 9J (Volume 6.4)**: and summarised in **Section 9.9** considers the impacts on residents in communities resulting from the EfW CHP Facility and a RVAA for eight individual or small groups of residences within 500m of the boundary of the EfW CHP Facility has been undertaken in **Appendix 9K (Volume 6.4)** and summarised in **Section 9.9.**

Policy reference	Implications	Section addressed
Policy LP16 – Delivering and Protecting High Quality Environments	This policy applies to all developments and provides criteria to be met including: • Making a positive contribution to local distinctiveness and character, enhancing local setting, responding to, and improving the character of the local built environment, in design and scale does not adversely impact upon the "*landscape character of the surrounding area*"; • Provides well designed hard and soft landscaping incorporating sustainable drainage systems as appropriate; and • Does not adversely impact upon the amenity of neighbouring users including through light pollution.	Embedded mitigation measures are set out in **Section 9.7**; optimal additional mitigation or compensation in **Section 9.10,** and implementation of environmental measures in **Section 9.11.**
Fenland District Council Delivering and Protecting High Quality Environments in Fenland Supplementary Planning Document (2014)[9]	Paragraph 1.5 notes that the "*unique open, flat character of the fens means that new developments … on the edge of settlements can have a significant impact on landscape form, even when viewed from a considerable distance*."	The role of local visual and landscape characteristics relating to openness and view availability are fully considered in the landscape and visual assessments for relevant landscape and visual Receptors in **Appendix 9G** and **9J (Volume 6.4)** and are summarised in **Section 9.9.**
	Paragraph 4.3 notes the importance of a "*landscaping scheme*" for new development "*to improve the visual amenities of an area and to ensure that new development is appropriately integrated into the existing townscape or landscape*."	The landscape mitigation plan is shown in **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3)**.
King's Lynn & West Norfolk Local Development Framework Core Strategy (2011)[10]	Policy CS06 – Development in Rural Areas refers to "*in the countryside the strategy will be to protect the countryside for its intrinsic character and beauty, [and] the diversity of its landscapes …"*	The impacts of the construction of the Grid Connection upon the character of the countryside as defined in extant Landscape Character Assessments at **Section 9.5** forms part of the assessment of construction phase landscape effects in **Appendix 9G (Volume 6.4)**:

[9] Fenland District Council. Delivering and Protecting High Quality Environments in Fenland. Supplementary Planning Document. (2014)
[10] King's Lynn & West Norfolk Borough Council. Local Development Framework - Core Strategy. (2011)

Policy reference	Implications	Section addressed
		which is summarised in **Section 9.9.**
	Policy CS08 – Sustainable Development requires that all new development in the borough is to be of high-quality design. New development will be required to demonstrate its ability to (amongst other criteria) respond to the context and character of places in West Norfolk by ensuring that the scale, density, layout, and access will enhance the quality of the environment.	The processes and criteria that have been used to determine the routing and design of the proposed Grid Connection are set out in **Chapter 2 Alternatives (Volume 6.2)**. Its operation would have no impacts upon the part of the Borough through which it would be routed. Any temporary impacts upon the character of parts of the Borough within the LVIA Study Area during its construction are assessed in the assessment of landscape effects in **Appendix 9G (Volume 6.4):** which is summarised in **Section 9.9**.
	Policy CS12 Environmental Assets – Green Infrastructure, Historic Environment, Landscape Character, Biodiversity and Geodiversity requires that proposals for development be informed by, and seek opportunities to reinforce, the distinctive character areas identified in the King's Lynn and West Norfolk Landscape Character Assessment, the West Norfolk Econet Map and other character assessments. Development proposals should demonstrate that their location, scale, design and materials will protect, conserve and, where possible, enhance the special qualities and local distinctiveness of the area, gaps between settlements, landscape setting, distinctive settlement character, landscape features and ecological networks.	The impacts of temporary construction of the Grid Connection upon the special qualities and local distinctiveness of the landscape exemplified by these criteria and as set out in extant landscape character assessments forms part of the assessment of landscape effects in **Appendix 9G (Volume 6.4):** which is summarised in **Section 9.9**.
King's Lynn & West Norfolk Local Development Framework Site Allocations and Development Management Policies (2016)[11]	Policy DM15 Environment, Design and Amenity: Proposals will be assessed against factors including (amongst other criteria) visual impact. The scale, height, massing, materials, and layout of a development should respond sensitively and sympathetically to the local setting.	The visual impact of the Grid Connection upon visual Receptors during its short-lived construction period for relevant visual Receptor groups located within the Borough are included in the visual assessment in **Appendices 9I:** and **9J (**both **Volume 6.4)** and summarised in **Section 9.9**. None of the listed

[11] King's Lynn & West Norfolk Borough Council. Site Allocations and Development Management Policies Plan. (2016)

Policy reference	Implications	Section addressed
		factors would generate impacts during the operation phase, consequently, impacts of the operation of the Grid Connection are not included in these appendices.

Technical guidance

9.3.6 Technical guidance used to inform the Assessment is listed in **Table 9.6 Technical guidance for landscape and visual assessment** below.

Table 9.6 Technical guidance for landscape and visual assessment

Technical guidance	Implications
Guidelines for Landscape and Visual Impact Assessment (Third Edition) **("GLVIA3")**[12]	This guidance is produced by the Landscape Institute and Institute of Environmental Assessment and is widely regarded by landscape and planning professions as the 'industry standard' together with best practice and professional experience. GLVIA3 provides the framework within which the remaining sections of the ES have been undertaken with the detailed implications for the methodology by which the LVIA has been undertaken being set out in **Section 9.8**. GLVIA3 provides full guidance upon how to undertake LVIAs and how to maintain a strict separation between these two parallel assessments. In addition to GLVIA3, the Landscape Institute has published technical notes that are of relevance to the LVIA and whose guidance has been utilised in undertaking several components of the LVIA.
Visual Representation of Development Proposals[13]	Along with the consultation responses summary and the outcome of additional engagement with consultees summarised in **Appendix 9A – Consultation Response Summaries (Volume 6.4)**, this technical guidance note has determined the specification for the presentation of the Viewpoint visualisations in **Appendix 9L: Visualisation Methodology (Volume 6.4)**.
Tranquillity – An Overview[14]	This technical note provides the framework within which any reference to the tranquillity in the baseline has been compiled and subsequently incorporated into the assessments for the Landscape (or Townscape) Character Areas.

[12] Landscape Institute and Institute of Environmental Management & Assessment (LI and IEMA). (2013). Guidelines for Landscape and Visual Impact Assessment. 3rd Ed. Third Edition. Routledge, London, and New York.
[13] Landscape Institute. Technical Guidance Note 06/19 Visual Representation of Development Proposals. London. Landscape Institute. (2019)
[14] Landscape Institute. Technical Information Note 01/2017 revised. Tranquillity – An Overview. London. Landscape Institute. (2017)

Technical guidance	Implications
Townscape Character Assessment[15]	This technical information note provides an overview of the Townscape assessment process setting out how the principles and general approach of Landscape Character Assessment can be applied. It provides the framework within which the baseline Townscape assessment for Wisbech was undertaken. This Townscape assessment was requested in scoping responses and its scope was clarified as part of the additional engagement and is provided in **Appendix 9D (Volume 6.4).**
Residential Visual Amenity Assessment (RVAA[16])	The need for a tightly focused RVAA was identified in the Scoping Opinion and its scope was clarified as part of the additional engagement. This technical information note summarises the requirement and stages of undertaking an RVAA that focuses upon private views and Visual Amenity in a manner that is beyond the type of visual Assessment specified in GLVIA3. The approach set out facilitates the provision of an RVAA that can be used by a decision maker (the SoS) when weighing potential effects upon overall residential amenity in the planning balance. The RVAA is provided in **Appendix 9J (Volume 6.4).**
Assessing landscape value outside national designations[17]	This technical note provides a framework, checklist, and background to the concept of landscape value and expands upon the summary of relevant factors set out in Appendix 5.1 in GLVIA3. It incorporates subsequent methodological developments and clarifications provided in subsequent studies and Planning Inspectors' reports. Review of the technical note confirms that the approach to landscape value used in the methodology summarised in **Section 9.8**, detailed in **Appendix 9B,** and applied in **Appendix 9E:** and **Appendix 9F (**all in **Volume 6.4)** accords with this Technical Note.
IEMA EIA Quality Mark Article Use of Viewpoint Analysis as a tool in Landscape and Visual Impact Assessment (LVIA)[18]	This IEMA EIA Quality Mark Article discusses the way in which LVIAs use Viewpoint material noting that no specific guidance is provided in GLVIA3. The article refers to the three most common methods and discusses the advantages and disadvantages of each method. The Viewpoint Assessment and Analysis presented in **Appendix 9I (Volume 6.4)** and summarised in **Section 9.9** follows the procedures outlined in Method 3 where Viewpoint analysis is used to guide the LVIA and provide additional detail on why particular visual effects are significant or not.
Guidance on Undertaking Environmental Lighting Impact Assessments[19]	This guidance has been utilised in the derivation of baseline Environmental Zones i.e., an understanding of how night-time lighting levels vary across the LVIA Study Area and determining the observation to be made in undertaking darkness survey observations in landscape and townscape character areas.

[15] Landscape Institute. Technical Information Note -5/2017. Revised April 2018 – Townscape Character Assessment. London. Landscape Institute. (2018)
[16] Landscape Institute. Technical Information Note -2/2019. – Residential Visual Amenity Assessment. London. Landscape Institute. (2018)
[17] Landscape Institute. Technical Guidance Note 02/21 Assessing landscape value outside national designations London. Landscape Institute. (2021)
[18] IEMA Quality Mark Article. Use of Viewpoint Analysis as a tool in Landscape and Visual Impact Assessment (LVIA). (2016).
[19] Institution of Lighting Professionals. PLG04 Guidance on Undertaking Environmental Lighting Impact Assessments. (2013)

9.4 Data gathering methodology

Study Area

EfW CHP Facility, CHP Connection, Access Improvements, Temporary Construction Compound (TCC) and Water Connections

9.4.1 The Study Area for the LVIA is shown in **Figure 9.1: LVIA Study Area (Volume 6.3)** and extends to a 17km radius in all directions from the centre of the EfW CHP Facility Site. The extent of the Study Area has been agreed with consultees and encompasses the EfW CHP Facility, CHP Connection, Access Improvements, TCC and Water Connections (See **Figure 3.2: Project Components (Volume 6.3)**).

Grid Connection

9.4.2 The 17km Study Area also encompasses the Grid Connection Corridor to the Walsoken Substation following New Bridge Lane, A47 and Broadend Road. This approach differs from the PEIR where a separate 3km offset Study Area was included from the two Grid Connection options (although still contained within the wider 17km Study Area). The two Grid Connection options in PEIR included for OHL. These has been replaced by the single Grid Connection which is comprised of a wholly underground cable in the ES. The approach adopted in defining a single Study Area consistent for all project components allows the assessment of landscape and visual Receptors within the Study Area, where likely significant effects are predicted as a result of one or more project components.

Desk study

9.4.3 A summary of the desktop data used to inform the assessment is provided in **Table 9.7 Desktop data for landscape and visual assessment** below.

Table 9.7 Desktop data for landscape and visual assessment

Desktop data	Source of desktop data	Details of the information
Landscape context and distribution of visual Receptors	Ordnance Survey (OS) mapping	Explorer 235 - Wisbech and Peterborough North and Explorer 236 – King's Lynn, Downham Market and Swaffham maps provides baseline information on the landscape context including topography, drainage, settlement pattern, land use, tree cover, promoted recreational routes, transport network and infrastructure.
Aerial Photography	Google Earth Pro	Provides baseline information and Street View images on the landscape context including drainage, settlement pattern, land use, tree cover, transport network and infrastructure.

Desktop data	Source of desktop data	Details of the information
Landscape Character	Natural England	National Character Areas (NCA) (GIS dataset and Profiles): • NCA Profile: 46. The Fens (NE424)[20]; and • NCA Profile: 76 North West Norfolk (NE520)[21]. Provides baseline information on landscape character at a national level and sets the landscape context for the county and district level assessments (as described in paragraph 5.14 of GLVIA3).
	Cambridgeshire County Council	Cambridgeshire Landscape Guidelines[22] provides baseline information on landscape character at a county level.
	Fenland District Council	Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation[23] provides baseline information relevant to the assessment of the Proposed Development on landscape character at a district level and subdivides the large Fenlands Landscape Character Area identified at a county level into smaller Landscape Character Areas based on local variations.
	Borough Council of King's Lynn & West Norfolk	King's Lynn and West Norfolk Borough Landscape Character Assessment[24] provides baseline information on landscape character at a district level within the eastern half of the Study Area.
	South Holland District Council	Strategic Landscape Capacity Study for South Holland District Council[25] provides baseline information on landscape character at a district level within the northern and north-western part of the Study Area.
	Peterborough City Council	Landscape Character Assessment for Peterborough City Council[26] provides baseline information on landscape character at a district level within the western part of the Study Area.

[20] Natural England. NCA: 46. The Fens (NE424). (2013).
[21] Natural England. NCA Profile: 76 North West Norfolk (NE520). (2014).
[22] Cambridgeshire County Council. Cambridgeshire Landscape Guidelines – A Manual for Management and Change In The Rural Landscape. (1991).
[23] Fenland District Council. Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation. (2009).
[24] Borough Council of King's Lynn & West Norfolk. King's Lynn and West Norfolk Borough Landscape Character Assessment. (2007)
[25] South Holland District Council. Strategic Landscape Capacity Study. (2003).
[26] Peterborough City Council. Landscape Character Assessment for Peterborough City Council. (2007).

Desktop data	Source of desktop data	Details of the information
National Cycle Routes	Sustrans	GIS dataset providing information for promoted cycle routes within the Study Area.
Registered Parks and Gardens	Historic England	GIS dataset and register entry for Peckover House.
Lighting	Land Use Consultants for Campaign to Protect Rural England (CPRE)	GIS dataset showing light pollution and dark skies mapping which provides baseline information with regard to existing lighting and radiance levels within the Study Area.
Public Rights of Way (PRoW)	Cambridgeshire County Council	GIS dataset of Public Rights of Way (PRoW) providing baseline information for the distribution of local routes within Cambridgeshire.
Public Rights of Way (PRoW)	Norfolk County Council	GIS dataset of PRoW providing baseline information for the distribution of local routes within Norfolk.

Zones of Theoretical Visibility

9.4.4 In addition to the sources of data listed in **Table 9.7: Desktop data for the landscape and visual assessment,** which have been reviewed as part of the desk study, a series of computer-generated ZTV maps have been prepared to determine the potential extent that the Proposed Development would be visible to visual Receptors located in the surrounding areas. ZTV is defined in GLVIA3 as "*a map, usually digitally produced, showing areas of land within which a development is theoretically visible*" and represents the desk top component of the visibility analysis.

9.4.5 All the ZTVs have been based on Digital Surface Model (DSM) terrain data at 1m resolution which ensures that the ZTVs take account of the screening that would be provided by baseline vegetation and built elements as well as the topographical constraints. Separate and composite ZTVs have been generated for several components of the Proposed Development and therefore form an appropriate starting point for undertaking the LVIA and the selection of project components to model has been informed by consultee feedback as set out in **Appendix 9A – Consultation Response Summaries (Volume 6.4)**. The ZTVs have also been presented for both the 17km Study Area as well as a more focused version within 5km of the EfW CHP Facility Site which allows subtle variations in Wisbech and nearby communities to be apparent. The ZTVs that were produced for the PEIR have been recalculated using the revised height data for key buildings/structures and chimneys at the EfW CHP Facility with reference to **Figure 3.6 EfW CHP Facility Site Layout** and **Table 3.1 EfW CHP Facility Limits of Deviation (Volume 6.3)**, to utilise the data on the plume visibility provided in **Chapter 8: Air Quality (Volume 6.2)**, and to take account of the adoption of the UGC replacing the previous OHL Grid Connection options presented in the PEIR.

9.4.6

- The ZTV's generated for the EfW CHP Facility include the following figures:
  - **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility & 9.2ii: EfW CHP ZTV within LVIA Study Area** and **Figures 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility (Volume 6.3)**. The parameters used for the ZTV include the furthest extents of the roofline of the boiler house building at 52m above Finished Floor Level (FFL) that represents the worst-case scenario under the LoD adopted;
  - **Figure 9.3ii: Chimneys ZTV within the LVIA Study Area (Volume 6.3)**, a ZTV of the chimneys at a height of 90m FFL within an area up to 5km of the centre of the boiler house building at the EfW CHP Facility and **Figure 9.3ii: EfW CHP Facility Chimneys ZTV within LVIA Study Area (Volume 6.3)** for the 17km Study Area. The use of the chimney heights at 90m FFL represents the worst-case scenario under the LoD adopted; and
  - A composite ZTV which has been generated to show the combined potential visibility of the EfW CHP Facility (boiler house building (ID05) and chimneys (ID09a) in **Figure 9.4i: Composite ZTV for main building and chimneys within 5km of the centre of the main building at the EfW CHP Facility** and **Figure 9.4ii: Composite ZTV of the main building and chimneys within LVIA Study Area (Volume 6.3)**.
- The construction works required for the Grid Connection which is shown in **Figure 9.5: Underground Grid Connection Corridor (UGC) construction route ZTV (Volume 6.3).** This ZTV extends over the Grid Connection Corridor Study Area of 1.5km offset. It is based upon a maximum height of construction plant of 6m and represents a maximum/worst-case scenario of all construction activities taking place simultaneously along the route that, as set out in **Chapter 3 Description of Proposed Development (Volume 6.2)**, would be highly unlikely to arise; and
- A ZTV which shows the visibility of the plume at its maximum potential parameters of a height of 69m above the chimneys and maximum potential length of 582m. These parameters are based upon the calculations using five years of meteorological data that are included **Chapter 8: Air Quality (Volume 6.2).** The same five-year period of data shows that even under the worst-case scenario the plume would be visible for 7.2% of a year. This figure covers daytime and night-time hours. The visible plume ZTV is calculated using the maximum height and length parameters applied to all directions as opposed to in the direction of the prevailing wind. It is shown in **Figure 9.6: Visible Plume ZTV (Volume 6.3).**

9.4.7 As the proposed CHP Connection would be routed near ground level within the urban area of Wisbech, its operation has not been included in the generation of any of the ZTVs. Similarly, the Access Improvements and TCC would be ground or low-level activities of relatively short length, compared with the Grid Connection, and consequently have not been included in the ZTVs for the EfW CHP Facility Site. The Water Connections would be underground and also of relatively short duration, compared with the Grid Connection.

Survey work

9.4.8 A programme of seasonal site surveys has been undertaken to inform the landscape and visual baseline as follows:

- A field visit was undertaken to the Study Area that included the EfW CHP Facility Site, CHP Corridor, Access Improvements, TCC and Water Connections and the Grid Connection Routes that were under consideration in August 2019 (which included Grid Connection Option 1: Walpole);
- A field survey was completed in March 2020 to undertake photographic surveys at the 20 Viewpoints agreed as part of and immediately following the issue of the Scoping Opinion;
- A field survey was completed in February 2021 to obtain viewpoint photography at a further 10 viewpoint locations agreed with consultees during the additional Stakeholder engagement in 2020 as set out in **Appendix 9A – Consultation Response Summaries (Volume 6.4)**. Two additional surveys were also undertaken at this time:
  - The urban area within 2.5km of the EfW CHP Facility Site was visited to inform the refinement of townscape character areas as defined in the draft townscape characterisation. This was conducted in accordance with the methodology set out in the Townscape Characterisation Baseline Study presented in **Appendix 9D – Townscape Characterisation (Volume 6.4)**; and
  - The individual properties identified for inclusion as part of the RVAA were visited to verify information obtained during desk studies. This was conducted in accordance with the methodology set out in **Appendix 9K – Residential Visual Amenity Assessment (Volume 6.4)**.

9.4.9 Whilst the primary aim of these surveys was to provide an understanding and record winter baseline photography from the Viewpoints locations of which there are 30 (see **Table 9.8: Photographic Viewpoint Locations**) agreed with consultees as set out in **Appendix 9A Consultation Response Summaries (Volume 6.4)**, they have also provided the opportunity to gain an appreciation of landscape character from across a wide geographical range within the LVIA Study Area and to understand the nature of views available to visual Receptors whilst travelling between viewpoints.

9.4.10 All photography has been undertaken in accordance with the Landscape Institute's Visual Representation of Development Proposal[12] and has been undertaken during the winter months thereby reflecting the maximum visibility scenario. All photographs presented in the figures accompanying the landscape and visual assessment have been taken using:

- A high resolution digital SLR camera with a 'full frame' sensor (i.e., 36 x 24 mm) with the camera set at 1.5 m above ground level[27];
- A 50mm fixed focal length (prime) lens; and

[27] Scottish Natural Heritage (now NatureScot).Visual Representation of Wind Farms Guidance Version 2.2. (2017).

- A professional quality tripod fitted with a panoramic head.

9.4.11 Accurate locations are established using a hand-held Global Positioning System (GPS) unit and recorded on a standardised proforma.

9.4.12 Following the post PEIR consultation meeting held on 11 January 2022 with Cambridgeshire County Council's landscape consultants, a post-meeting note clarified the Council's visualisations requirements for each viewpoint, necessitating further survey inputs, and a further site visit was undertaken in March 2022. This site visit was undertaken by chartered surveyors with the purpose of verifying the position of the camera and key markers in the views towards the EfW CHP Facility Site that were to be used in the production of Type 4 visualisations as set out in **Appendix 9L Visualisation Methodology (Volume 6.4)**.

9.4.13 The agreed viewpoint locations (**Table 9A.2** in **Appendix 9A: Consultation Response Summaries (Volume 6.4)**) are listed in **Table 9.8: Photographic viewpoint locations** and their distribution showing the type of visualisation prepared is shown in **Figures 9.14i: Viewpoint locations within 5km of the centre of the main building at EfW CHP Facility** and **9.14ii: Viewpoint locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)**.

Table 9.8 Photographic viewpoint locations

View-point Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 Typology and Selection Justification
1	Eastern end of New Bridge Lane 545596, 307642	0.28	Illustrative Viewpoint – One of the closest and most open publicly accessible locations.
2	Lidl Car park west of Cromwell Road 545338, 308472	0.60	Illustrative Viewpoint – One of the most open views potentially available to residents in closest properties to the north-west (centred upon Cox Close) in Wisbech as well as people visiting Wisbech Retail Park.
3	North Brink south of Mile Tree Lane 544888, 308115	0.64	Representative Viewpoint – Represents views available from the west of the EfW CHP Facility, those available along this section of Nene Way and to residents in scattered properties in this area.
4	Northern end of New Drove 546339, 308135	0.88	Representative Viewpoint – Represents views available to one of the closest groups of residents in properties within Wisbech.
5	A47 east of roundabout junction with the B198 544734, 307429	0.88	Representative Viewpoint – Represents some of the most open and direct views available to vehicular Receptors travelling east.

View-point Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 Typology and Selection Justification
6	Halfpenny Lane Byway north of A47 546535, 307664	1.06	Specific Viewpoint – Currently one of most open views available from southern end of Wisbech but location scheduled for housing development as it is within the South Wisbech Broad Location for Growth, allocated in the Local Plan.
7	North Brink at Elgood's Brewery 545567, 309191	1.30	Illustrative Viewpoint – One of the most open views from this section of Nene Way, tourist destination (Brewery and garden) and one of most open views from town centre/North Brink and the closest part of Townscape Character Area 1: The Brinks and Old Market.
8	PRoW Halfpenny Lane north-west of Elm 546809, 307118	1.52	Illustrative Viewpoint – Illustrative of the most open views available to residents in this village. Elm was specifically mentioned by Liz Lake Associates in **Section 6** of the Scoping Opinion (**Table 9A.2 in Appendix 9A (Volume 6.4)**)
9	NCR 63 Begdale Road between Elm & Begdale 545991, 306445	1.53	Representative Viewpoint – Represents views available to recreational Receptors on National Cycle Route 63; local vehicular Receptors and residents in scattered properties to south of A47.
10	Southern frontage of Peckover House on North Brink 545864, 309644	1.79	Specific Viewpoint – Selected to illustrate the limited visibility for recreational Receptors visiting Peckover House, a National Trust property, Grade I listed building and Registered Park and Garden.
11	Wisbech Park 546570, 309845	2.23	Illustrative Viewpoint – Selected to illustrate the type of views available to residents and recreational Receptors in Wisbech, specifically TCA3: Bowthorpe Conservation Area.
12	PRoW ("The Still") south of Levington 544485, 310518	2.82	Illustrative Viewpoint – Illustrative of most open view for this community and close to the closest section of the NCR1 as well as a separate PRoW visual Receptor.
13	Nene Way by Cold Harbour Corner 542985, 306264	2.99	Representative Viewpoint – Representative of middle-distance views available to recreational Receptors using the Nene Way to the south-west of the EfW CHP Facility.
14	Burrettgate Road close to Elred Road, Walsoken	3.35	Illustrative Viewpoint – Shows one of the most open publicly accessible locations on eastern edge of Wisbech where the

View-point Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 Typology and Selection Justification
	548151, 309936		overhead line of Grid Connection Option 1 PEIR may have been visible, although no views would be possible of the Grid Connection as included in the ES. Also illustrative of low levels of visibility to the EfW CHP Facility in this area, hence the viewpoint has been retained for the ES, although **no visualisations have been produced**.
15	Eastern side of Wisbech St. Mary 542591, 307898	2.91	Representative Viewpoint – Representative of views available to residents in this community.
16	Lady's Drove, south of Chequers Corner, Emneth 549735, 308355	4.28	Representative Viewpoint – Represents open, middle-distance views to the EfW CHP Facility from residents in the scattered community of Chequers Corner/Marshland St. James.
17	Lynn Road, Walton Highway 549015, 312629	5.90	Illustrative Viewpoint – Illustrative of some of the views available to residents the community of Walton Highway. Shows one of the most open publicly accessible locations where the overhead line of the Grid Connection at PEIR may have been visible, although no views would be possible of the Grid Connection which now forms part of the Proposed Development. Also illustrative of low levels of visibility to the EfW CHP Facility in this area, hence the viewpoint has been retained for the ES, although **no visualisations have been produced**.
18	Minor road on eastern edge of Guyhirn 540511, 304448	6.06	Representative Viewpoint – Representative of long-distance views from the west, especially the widely dispersed community centred upon Guyhirn.
19	The Common and Pius Drove, Upwell/Outwell area 550211, 303493	6.45	Illustrative Viewpoint – Selected to illustrate the type of views available to residents and recreational Receptors in these neighbouring communities.
20	West Walton PRoW between Dixon Drive and Mill Road 550221, 303502	6.70	Representative Viewpoint – OHL Grid Connection at PEIR may have been visible, although no views would be possible of the now proposed underground Grid Connection. Also illustrative of low levels of visibility to the EfW CHP Facility in this area, hence the viewpoint has been retained for the ES, although **no visualisations have been produced**.

View-point Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 Typology and Selection Justification
21	NCR1 at Southern end of West Drove, Walpole Highway 551092, 312210	7.07	Representative Viewpoint – Represents open, long-distance view from scattered communities in the north-east of Study Area and A47 as well as this section of NCR 1.
22	PRoW in Parson Drove 537540, 308402	7.97	Representative Viewpoint – Representative of views available to residents in this community. Specifically mentioned by Liz Lake Associates in Section 6 of the Scoping Opinion (**Table 9A.2 in Appendix 9A (Volume 6.4)**).
23	Rings End National Nature Reserve 540524, 301153	8.38	Representative Viewpoint – Representative of the long-distance views of recreational users of the Nature Reserve. Specifically mentioned by Liz Lake Associates in Section 6 of the Scoping Opinion (**Table 9A.2 in Appendix 9A (Volume 6.4)**).
24	Marshland Fen 554842, 308221	9.35	Illustrative Viewpoint – Illustrative of open longer distance views to the east for from residents in the scattered community of Chequers Corner/Marshland St. James with existing 400kV line in the fore or middle ground.
25	Hereward Way close to Andrew's and Reed Fen Farm 544313, 298537	9.43	Representative Viewpoint – Representative of the long-distance views available to recreational Receptors using the Hereward Way promoted route.
26	Folgate Lane, Walpole St Peter 549604, 316461	9.50	Illustrative Viewpoint – Illustrative of the southern views available to residents in the community of Walpole St Peter.
27	Nene Way on southern edge of Sutton Bridge on A17 548008, 320741	13.09	Illustrative Viewpoint – Selected to illustrate the type of long-distance, southern views available to residents in community of Sutton Bridge and recreational Receptors on northern sections of Nene Way.
28	Welney Wildlife Trust Visitor Centre 554700, 294660	16.12	Representative Viewpoint – Representative of the long-distance views available to recreational users of the PRoWs in and around WWT Welney Wetland Centre.
29	NCR 11 / St. Peter's Road, Watlington 561249, 311487	16.16	Illustrative Viewpoint – Selected to illustrate the type of views available to residents in communities such as Watlington on eastern fringe of Study Area and recreational Receptors using NCR 11; Fen Rivers Way & Ouse Valley Way.

View-point Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 Typology and Selection Justification
30	Nene Washes NNR Car Park at Eldernell 531783, 299195	16.24	Illustrative Viewpoint – Selected to illustrate the type of views available to recreational Receptors on this western section of the Nene Valley Way and at Nene Washes Nature Reserve – requested by Liz Lake Associates in Section 6 of the Scoping Opinion (**Table 9A.2 in Appendix 9A (Volume 6.4)**).

9.5 Baseline

Current baseline

EfW CHP Facility Site, Access Improvements, CHP Connection, TCC and Water Connections

Description of the site of the EfW CHP Facility, Access Improvements, CHP Connection, TCC and Foul Water Connection

9.5.1 The majority of the EfW CHP Facility Site is currently used as a Waste Transfer Station (WTS) and for aggregate storage and distribution and consequently soft landscape elements are restricted to boundary earth bunds and hedgerows approximately 3m high located along most of the south-eastern and south-western boundaries. The longer north-western boundary of the Order limits that is formed by the disused March to Wisbech Railway is marked by a belt of scrub that extends west across the disused March to Wisbech Railway i.e., beyond the site of the EfW CHP Facility. The north-eastern boundary of the Order limits is formed by a drainage ditch alongside which vegetation is restricted to mown rough grass and reeds. Similar narrow strips of grass periodically interspersed with reeds are also present alongside the boundary hedgerows which on their inner side have low bunds covered with ruderal vegetation. This type of vegetated low bund can be observed at the short section of the south-western boundary adjacent to New Bridge Lane. Away from its boundaries, the EfW CHP Facility Site, including its south-western spur, consists of mostly loose hard-surfaced areas upon which are sited piles of aggregates, some of which are stored in open topped hoppers. Plant and built development are concentrated in the north-eastern corner of the site of the EfW CHP Facility. The main built development is the WTS, an olive green, metal clad, shed-like building with a shallow pitched roof that is approximately 9m high at its roofline and 7m high at its eaves. The operational area to the immediate south-west of the building is partly bounded by a 4m tall mesh fence. The north-eastern corner of the site of the EfW CHP Facility is marked by a 1.8m high metal palisade fence.

9.5.2 The south-west section of the EfW CHP Facility Site is covered by scrub and trees and is owned by Fenland District Council (FDC). It is separated from the current waste and aggregates recycling and transfer station by an earth bund and trees.

9.5.3 The proposed CHP Connection consists of the disused March to Wisbech Railway running from the western boundary of the EfW CHP Facility Site, northwards to Weasenham Lane and beyond to the southern part of the Nestlé Purina factory. South of Weasenham Lane the disused March to Wisbech Railway is vegetated with regenerated scrub.

9.5.4 Access improvements are associated with the widening of a section of New Bridge Lane from just east of the junction with Salters Way to the proposed access to the EfW CHP Facility Site over a distance of approximately 170m. The existing site access off Algores Way would also be revised to accommodate the requirements of the EfW CHP Facility with the new site access located slightly to the south of the existing access. The Access Improvements would be located within/alongside existing highways within the part of the Wisbech Industrial Estate centred on Algores Way. The Water Connections from the EfW CHP Facility Site to the existing Anglian Water pumping station located on Algores Way would be located within/alongside the existing highway.

Immediate landscape context

9.5.5 The dominant landscape context for the EfW CHP Facility on the southern side of Wisbech is provided by the area of industrial and business development that is bounded by Cromwell Road, Weasenham Lane, New Drove and New Bridge Lane – the Wisbech Industrial Estate. This consists primarily of low industrial buildings, many of which are metal-clad surrounded by hard-standing and storage areas interspersed with lengths of remnant drainage ditches. Other than the drainage ditches, there are few remnants from the previous land-use when the area was known as Great Boleness Field and was given over to agriculture and some orchards.

9.5.6 Vegetation resources are limited and tend to be concentrated on marginal or derelict areas of land such as the disused March to Wisbech Railway. Two drainage ditch bounded fields sited to the immediate south remain under pasture. Between these fields and the south-western spur of the EfW CHP Facility Site there is a square block of plantation woodland and scrub (approximately 100m by 70m) although this is not shown on maps before the 1950s. South of New Bridge Lane to the closest section of the A47 there is an area of remnant pasture fields associated with a residential property (a bungalow in the style of the second half of twentieth century and surrounding agricultural buildings – 10 New Bridge Lane). Further to the east, the triangle of land formed between New Bridge Lane and the A47 is largely given over to rough pasture (and contains ‘Potty Plants’ Nursery, a relatively modern bungalow and surrounding gardens) which is accessed via New Drove. North of this bungalow and east of New Drove two fields are given over to fruit trees. These trees are not fully grown. Therefore, they are not direct remnants of the orchards that were formerly a key landscape feature both to the south of Wisbech and in the wider Study Area.

Grid Connection and Potable Water Connection

Description of the Grid Connection route and Potable Water Connection

9.5.7 The Grid Connection Route is shown in **Figure 3.3i-xx** as well as in **Figure 9.5: Underground grid connection (UGC) construction route ZTV (Volume 6.3)**. The Grid Connection and the Water Connection would both be routed along the eastern section of New Bridge Lane as far as the A47. At this point the water main would pass under the A47 and emerge within either the existing orchard located on the northern side of New Bridge Lane for the HDD option or in the A47 verge (northside) for the open cut construction option. The remainder of the Grid Connection is sited within the western verge of the A47 as far to the north as Broadend Road. The construction activities would necessitate the temporary excavation of a trench which would be backfilled following the placement of the cable and water pipe. Sections would only be excavated and backfilled in up to 200m long increments.

Wider landscape and visual context of the Study Area

Topography and drainage

9.5.8 The topography within the Study Area is typical of the wider Fens being flat and not exceeding 8m AOD in height as illustrated in **Figure 9.7: Topography**[28] **(Volume 6.3)**. The topography and the resultant need for drainage has resulted in the dense network of drainage ditches that is a key landscape characteristic across the Study Area. These are interspersed with more infrequent, larger drains such as the Middle Level Main Drain, Sixteen Foot Drain, Twenty Foot River and South Holland Main Drain. The River Nene flows through the western and then central parts of the Study Area, although it is contained by levees and other forms of flood defence including flood walls which often restrict views of the river (see baseline annotated photographs from **Viewpoints 3, 7, 10** and **13** in **Figures 9.15iii: Viewpoint Photograph 3: North Brink south of Mile Tree Lane, 9.15vii: Viewpoint Photograph 7: North Brink at Elgood's Brewery, 9.15x: Viewpoint Photograph 10: Southern frontage of Peckover House on North Brink** & **9.15xiii: Viewpoint Photograph 13: Nene Way by Cold Harbour Corner) (Volume 6.3)**.

9.5.9 The River Great Ouse flows through the eastern fringes of the Study Area to the west of Downham Market, its course again marked by levees. Many of the other smaller water features and drains are generally not readily visible in views although their courses are sometimes marked by the narrow tree belts.

Settlement and Infrastructure Pattern

9.5.10 Wisbech is the largest settlement within the Study Area and its historic centre is located approximately 1.5km to the north-east of the site of the main building at the EfW CHP Facility. Its townscape characteristics are described in detail in the Townscape Character Baseline Study that is contained in **Appendix 9D: Townscape Characteristics (Volume 6.4).** The town centre includes the collection of Georgian buildings located on North Brink alongside the River Nene and include

[28] Topography abruptly rises to 20m AOD close to Downham Market on the eastern edge of the study area. But this rise does not affect the landscape and visual characteristics of the remainder of the study area.

Peckover House and Garden which is open to the public. Most of the older residential parts of Wisbech are located to the north of Weasenham Lane i.e., at a minimum separation distance in excess of 700m from the site of the main building at the EfW CHP Facility. An exception is some residential development alongside the northern section of New Drove, although these properties are almost 500m to the north-east, i.e., only three are within the RVAA Study Area (see **Section 2.2** in **Appendix 9K: Residential Visual Amenity Assessment (Volume 6.4)**). In the past three decades Wisbech has developed extensively along the axis of Cromwell Road (B198). This development has mostly consisted of large-scale retail developments interspersed with other commercial and light industrial development in the Wisbech Industrial Estate. This has been augmented by a residential development between Cromwell Road and the River Nene/South Brink centred on Malt Drive. Nearly all of the latter properties are at least 500m to the north-west side of the main building at the EfW CHP Facility Site.

9.5.11 The flat topography and low elevation mean that views out of and within Wisbech are heavily restricted from the town centre and its suburbs until the urban edge is reached. The most relevant recent development on the southern edge of Wisbech in relation to the EfW CHP Facility Site is the Lineage Logistics cold storage facility (the 'cold store') at the south-western end of New Drove/eastern end of New Bridge Lane. Present for the past decade, this light coloured, uniformly clad building is approximately 33m high and has dimensions of 90m by 160m. At its closest it is approximately 200m to the south-east of the EfW CHP Facility Site. Its visual prominence can be appreciated by reference to the annotated baseline photographs from Viewpoints 5, 6, 8, 9 and 19 that are shown in **Figures 9.15v: Viewpoint Photograph 5: A47 East of roundabout junction with the B198, 9.15vi: Viewpoint Photograph 6: Halfpenny Lane Byway north of A47, 9.15viii: Viewpoint Photograph 8: PRoW Halfpenny Lane north-west of Elm, 9.15ix: Viewpoint Photograph 9: NCR 63 Begdale Road Between Elm** & **Begdale & 9.15xix: Viewpoint Photograph 19: The Common and Pius Drove, Upwell/ Outwell area (Volume 6.3)**.

9.5.12 Outside of Wisbech, the settlement pattern becomes more dispersed, especially to the east around Marshland Fen and west of the B1187 around Wryde Croft and Morris Fen. The highest concentrations of settlements are to the south-east (Elm, Emneth, Friday Bridge, Outwell and Upwell) and to the north-east (Walton Highway, West Walton and Ingleborough). These settlements have a strong ribbon morphology and therefore frequently merge into one another. Other settlements such as Marshland St. James have a more loose, extended ribbon morphology with no obvious settlement centre. These morphologies have the consequence that a higher proportion of these settlements' residents potentially have outward views that are not screened by other built development in the settlement. However, many of these properties have at least some tree and tall vegetation cover within their curtilages.

9.5.13 The area to the east of Wisbech contains a 132kV double circuit overhead line between West March to Walpole which is routed close to the east and south of Wisbech (and at Elm to the EfW CHP Facility Site) and further to the east the 400kV overhead line between Burwell Main and Walpole. Both lines are supported by steel lattice towers which, although they are visually permeable, with heights of up to

~45m can be locally prominent landscape elements in parts of the Study Area where open views are widely available.

9.5.14 Several wind farms are present throughout the Study Area including Ransonmoor Wind Farm which comprises five 107m high (to blade tip) turbines to the south-west of March. The Coldham/Coldham Extension and neighbouring Stag Holt Wind Farm comprise a total of 24 turbines with a maximum blade tip height of 100m, located to the north-east of March and ~6km to the south of the site of the main building at the EfW CHP Facility as shown in the annotated baseline photograph from Viewpoint 25 in **Figure 9.15xxv: Viewpoint Photograph 25: Hereward Way close to Andrew's and Reed Fen Farm (Volume 6.3)**. Within the northern half of the Study Area, the Grange Wind Farm features seven turbines with a maximum blade tip height of 127m, located to the south of Sutton Bridge, ~10.5km to the north of the EfW CHP Facility Site as shown in the annotated baseline photograph from **Viewpoint 27** in **Figure 9.15xxvii: Viewpoint Photograph 27: Nene Way on the southern edge of Sutton Bridge on A17 (Volume 6.3)**. Additional smaller or single turbines are also present as vertical visual components throughout the Study Area. The closest examples are the two recently operational, 45.5m blade tip height, turbines at Harp's Hall between Walsoken and Marshland St. James. These can be discerned by careful examination of the baseline annotated photograph taken at Viewpoint 14 shown in **Figure 9.15xiv: Viewpoint Photograph 14: Burrettgate Road close to Eldred Road, Walsoken (Volume 6.3)**.

Vegetation and land use

9.5.15 Other than the aforementioned small plantation adjacent to New Bridge Lane, and narrow tree belts alongside the closest section of the A47, tree cover is sparse in the part of the Study Area immediately surrounding EfW CHP Facility Site. Across the Study Area tree cover is generally limited, but trees do still fulfil the visual role of combining to limit the availability of some middle - and long-distance views aided by the flat topography. Tree cover is provided by orchards (concentrated to the south-west and east of Wisbech) but also by narrow shelterbelts (sometimes comprised of coniferous species or tall Lombardy poplars) and higher levels of tree cover in settlements and many larger gardens that surround more isolated properties.

Transport Network

9.5.16 The A47, A141, A1101 and A1122 are the principal transport routes within the southern half of the Study Area, whilst the A1101 and A47 continue into the northern half of the Study Area where they join the A17. A network of 'B' classified roads connects these 'A' roads to the south and west of Wisbech, but they are largely absent from within the eastern half of the Study Area. Minor, often single-track roads traverse the more remote agricultural landscape. These often follow a straight route with no highway kerbs and are bound by ditches creating very open routes through the landscape. Isolated individual farmsteads are often accessed by long lanes colloquially called droves.

Recreational routes and destinations

9.5.17 Several promoted walking routes traverse the Study Area. These are shown on **Figures 9.12i: Recreational Visual Receptor Group Locations within 5km of the centre of the main building at EfW CHP Facility** and **9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)** as follows:

- The Nene Way is a 183km (114 mile) walking route which starts in Badby, Northamptonshire and passes through Northampton, Wellingborough, Oundle, Peterborough and Wisbech before finishing at just north of Sutton Bridge. The Nene Way's route closely follows the River Nene through the Study Area, only diverging away from the river slightly within Wisbech to pass through the Harecroft Road Playing Fields before re-joining the riverbank to the north of the A1101 Leverington Road. To the south of Guyhirn, the Nene Way's route follows Moreton's Leam Drain towards Whittlesey. At its closest point, where it is routed along North Brink, the Nene Way passes within 580m of the north-western boundary of the EfW CHP Facility Site;
- The Hereward Way is a 177km (110 mile) promoted route which enters the Study Area to the west of March. It continues through March and then follows the southern bank of the old course of the River Nene before heading south towards Welney. At its closest point, the Hereward Way passes within 7.9km of the EfW CHP Facility Site; and
- The Ouse Valley Way is a 229km (142 mile) promoted walking route which follows the banks of the River Great Ouse through the eastern fringes of the Study Area. The Fen Rivers Way is a shorter 77km (48 mile) route which coincides with the Ouse Valley Way through the Study Area. The two routes at their closest point pass within 15.8km of the EfW CHP Facility Site.

9.5.18 **Figures 9.12i: Recreational Visual Receptor Group Locations within 5km of the centre of the main building at the EfW CHP Facility** and **9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)** also illustrate the routes of the three National Cycle Routes (NCRs) that pass through the Study Area as follows:

- NCR 63 is a 143km (89 mile) route which starts close to the Trent & Mersey Canal in Shobnall and passes through Leicester, Stamford, and Peterborough before arriving at Wisbech. NCR 63 enters the Study Area to the west of March before following a network of lanes north towards Elm. Within Wisbech, it runs broadly parallel with the A1101 (Elm High Road/Churchill Road) and finishes close to the St. Peter and St. Paul Parish Church. At its closest point in Begdale, NCR 63 passes within 1.4km of the EfW CHP Facility Site;
- NCR 1 is a 2034km (1264 mile) route running in sections from Dover up to the Highlands of Scotland. The route enters the northeastern fringes of the Study Area to the east of Wiggenhall St German before heading west towards Wisbech via several villages within the northern half of the Study Area. It converges with the northern end of NCR 63 close to St. Peter and St. Paul Parish Church within Wisbech. At the closest point (northern part of Wisbech town centre), NCR 1 passes within 1.8km of the site of the main building at the EfW CHP Facility; and

- NCR 11 is a 99 km (61 miles) route which enters the Study Area close to the eastern end of NCR 1 (east of Wiggenhall St German). It continues south, following a route to the east of the River Great Ouse and passing through Downham Market before exiting the Study Area to the northeast of Welney. At the closest point, NCR 11 passes within 15.3km of the EfW CHP Facility Site.

9.5.19 Recreational destinations include Peckover House, a Registered Park and Garden and National Trust property located on North Brink within Wisbech. Elgood's Brewery is also situated on North Brink to the south of Peckover House and features gardens and a visitors' centre. There are several wildlife and wetland attractions within the Study Area; Rings Nature Reserve, WWT Welney Wetland Centre and the Nene Washes Nature Reserve, the locations of which are illustrated in **Figures 9.12i: Recreational Visual Receptor Group Locations within 5km of the centre of the main building at EfW CHP Facility** and **9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)**. Annotated baseline views from these three tourist attractions as represented by Viewpoints 23, 28 and 30 are presented in **Figures 9.15xxiii: Viewpoint Photograph 23: Rings End National Nature Reserve, 9.15xxviii: Viewpoint Photograph 28: Welney Wildlife Trust Visitor Centre** and **9.15xxx: Viewpoint Photograph 30: Nene Washes NNR Car Park at Eldernell (Volume 6.3)**.

9.5.20 In terms of open access land, this is limited to two small areas comprising a strip of access land adjacent to the sewage works northwest of West Walton (~5.7km north of the EfW CHP Facility Site), and a small area of land associated with Sluice Common to the west of Denver (south of Downham Market) on the south-eastern fringes of the Study Area. At its closest point Sluice Common lies 16.1km to the south-east of the EfW CHP Facility Site.

Lighting

9.5.21 **Figure 9.8: Comparative light pollution levels within the LVIA Study Area (Volume 6.3)** illustrates 'Night Blight' mapping which maps England's light pollution and dark skies. The mapping reflects data derived from satellite imagery gathered in September 2015 i.e., light sources as directly viewed from above. The mapping does not take any account of phenomena such a sky glow above settlements or light sources when viewed horizontally from other ground level locations at night-time.

9.5.22 **Figure 9.8: Comparative light pollution levels within the LVIA Study Area (Volume 6.3)** indicates that the brightest levels of radiance within the LVIA Study Area (>16 nw/cm^2/sr) are found within the core of Wisbech extending south to cover: the industrial estate to the south (including the EfW CHP Facility Site); on the northern edge of March (associated with Network Rail's Whitemoor Recycling Yard and the neighbouring HMP Whitemoor); and within Sutton Bridge (the Sutton Bridge Power Station and adjacent Wingland Enterprise Park). Slightly lower levels of radiance are present across the residential suburbs of Wisbech, March, Sutton Bridge and within Downham Market. Moderate levels of radiance are associated with the smaller villages within the Study Area.

9.5.23 Levels of radiance decrease away from the main settlements and are lowest within the intervening rural landscape and with increasing distance from settlements. The

night-time field survey indicated that in these areas, occasional light sources associated with properties and farmsteads are visible in a generally dark night-time landscape.

9.5.24 Further field survey work including night-time photography has been undertaken as part of the landscape and visual baseline study and is included in six annotated night-time viewpoint photographs in **Figure 9.16i: Viewpoint Photograph 2: Lidl Carpark west of Cromwell Road (night)**, to **Figure 9.16vi: Viewpoint Photograph 15: Eastern side of Wisbech St. Mary (night) (Volume 6.3).** These locations were selected on the basis that they reflected both urban (Viewpoints 2, 5 and 7) and rural (Viewpoints 8, 9 and 15) locations within 3km of the base of proposed chimneys within EfW CHP Facility Site, to present a balanced understanding of the role of existing lighting from both situations and were considered safe to visit at night.

9.5.25 The baseline views available are described in **Table 9.9: Night-time baseline views.**

Table 9.9 Night-time baseline views

Viewpoint Number	Viewpoint Location and Grid Reference	Description of night-time views
2	Lidl car park west of Cromwell Road 545338, 308472	The baseline night-time view illustrated in **Figure 9.16i: Viewpoint Photograph 2: Lidl Carpark west of Cromwell Road (night) (Volume 6.3)** features a combination of highway lighting within car parks surrounding the retail units in the Wisbech Retail Park including illuminated retail signs mounted on building facades and at entrances. Internal light sources within buildings are also visible through glass facades.
5	A47 east of roundabout junction with the B198 544734, 307429	The baseline night-time view from alongside the A47 is illustrated in **Figure 9.16ii: Viewpoint Photograph 5: A47 east of roundabout junction with the B198 (Volume 6.3).** Whilst the foreground of the view is dark (with the exception of the right-hand side of the view which is lit by highway lighting along this section of the A47), the middle ground contains a number of light sources which are directly visible. These include light sources (column and wall mounted) close to the car parking area of the Coveris Industrial Unit to the east of the B198 Cromwell Road with further wall mounted floodlighting on the taller units which extend to the east. Beyond (to the east of) the Coveris Industrial Unit, lighting columns within the Copart yard (used and salvage car site) located on the southern side of New Bridge Lane are visible. Although there are no direct views of light sources on the western facade of the cold store to the east of the of the site of the main building at the EfW CHP Facility, the wall mounted lighting at a height of 6m along the lower façade provides low levels of illuminance across the full elevation of the cold store.
7	North Brink at Elgood's Brewery 545567, 309191	**Figure 9.16iii: Viewpoint Photograph 7: North Brink at Elgood's Brewery (night) (Volume 6.3)** illustrates a night-time view which features a lit foreground as a consequence of highway lighting along North Brink with the River Nene forming a typically darker corridor although reflecting light sources

Viewpoint Number	Viewpoint Location and Grid Reference	Description of night-time views
		present along its length. Highway lighting along South Brink on the eastern bank of the river is visible as a series of regularly spaced static light sources. Other highway lighting within the residential area (mostly the relatively recent residential development centred on Malt Drive) between South Brink and Cromwell Road is occasionally visible.
8	PRoW Halfpenny Lane north-west of Elm 546809, 307118	**Figure 9.16iv: Viewpoint Photograph 8: PRoW Halfpenny Lane north-west of Elm (Volume 6.3)** illustrates a night-time baseline view which features a dark foreground (across agricultural fields) with a number of light sources associated with the cold store and other industrial units within the industrial estate in southern Wisbech directly visible in the middle-ground. A low level of skyglow is also discernible above this area of Wisbech.
9	NCR 63 Begdale Road Between Elm & Begdale 545991, 306445	**Figure 9.16v: Viewpoint Photograph 9: NCR 63 Begdale Road Between Elm & Begdale (night) (Volume 6.3)** shows a dark foreground associated with the solar farm with the high levels of lighting within the Belgrave Retail Park located either side of Cromwell Road clearly visible to the northwest. As well as direct views of white and coloured light sources within the Retail Park, sky glow is also discernible above this area. The southern façade of the cold store to the east of the site of the main building at the EfW CHP Facility is visible whilst the outline of the darker southern façade is discernible against the skyglow emitted to the north and east of the cold store.
15	Eastern side of Wisbech St Mary 542591, 307898	The foreground of the view shown in **Figure 9.16vi: Viewpoint Photograph 15: Eastern side of Wisbech St. Mary (night) (Volume 6.3)** comprises dark agricultural fields with no highway lighting present along Bevis Lane or Barton Road to the north. Direct views of static artificial lighting include the wall mounted lighted on the façade of an agricultural building on the southern side of Barton Road alongside a small number of other light sources associated with dwellings around Fenland Field to the east. Wall mounted floodlighting regularly spaced at a height of ~6m along the lower façade of the cold store to the east of the site of the main building at the EfW CHP Facility provides low levels of illuminance across the full height of the façade which is visible through the trees. A level of sky glow above Wisbech is also discernible in the middle distance.

Landscape character

National Character Areas

9.5.26 At the national scale of Natural England's 159 National Character Areas (NCAs), the Proposed Development is entirely located within NCA 46: The Fens. This is an extensive NCA that extends around the Wash and inland as far as Peterborough and Cambridge. The NCA's first key characteristic is "*expansive, flat, open low-lying wetlands … offering extensive vistas to level horizons and huge skies …".* (see **Appendix 9C: NCA & LCT/LCA Key Characteristics Summaries (Volume 6.4)**).

The variation provided by the orchards and their associated windbreaks around Wisbech is noted, although the NCA also notes that orchards and windbreaks have declined in recent years.

9.5.27 Another key characteristic is that "*large, built structures exhibit a strong vertical visual influence, such as … wind farms and other modern, large-scale industrial and agricultural buildings …*" The cluster of settlements around Wisbech is highlighted as an example of the characteristic of 'Settled Fen' or 'Townlands' in which smaller settlements developed in proximity to the largest settlements such as Wisbech in the medieval period. The NCA also notes that the influence of Wisbech "*intrudes*" upon the level of tranquillity in its surrounding areas though "*visual and audible intrusion*." Further detail of NCA 46's key characteristics is presented in **Appendix 9C: NCA & LCT/LCA Key Characteristics Summaries (Volume 6.4)**.

9.5.28 A small peripheral part of NCA 76: north-west Norfolk extends into the eastern fringes of the LVIA Study Area to the north of Downham Market as illustrated in **Figure 9.9i: National Character Areas (Volume 6.3)**. The key characteristics of this and the host NCA as defined in the extant NCA Profiles are set out in **Appendix 9C: NCA & LCT/LCA Key Characteristics Summaries (Volume 6.4)**.

County and District Level Landscape Character

9.5.29 The location and geographical extent of the district level Landscape Character Types (LCTs) and Landscape Character Areas (LCAs) are shown in **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3).**

9.5.30 At a district level, the *Fenland District Council Wind Turbine Development Policy Guidance*[23] divides the extensive county level Fenland LCA (as defined in the *Cambridgeshire Landscape Guidelines*[22]) into five smaller LCAs, four of which lie within the Study Area as follows:

- The Wisbech Settled Fen LCA (the host LCA for the EfW CHP Facility and underground section of the Grid Connection);
- The Fens LCA, which covers a more extensive proportion of the Study Area;
- Whittlesey Island LCA, the eastern fringes of which coincides with the Study Area to the east of Whittlesey; and
- March Clay Island LCA, the northern fringes of which lie within the Study Area, extending southwards from the centre of March.

9.5.31 The host Wisbech Settled Fen LCA has several key characteristics and distinctive features that are relevant to the Proposed Development:

- Flat topography that is "*heavily settled*" compared with the surrounding fen;
- Nucleated villages with ribbon development along local roads;
- Nurseries and fruit orchards with the latter enclosed by poplars and alders that create a localised smaller scale landscape and partial sense of enclosure;
- Prominence of pylons and A47 and moderate tranquillity;

- Bungalows and glasshouses (associated with orchards) are distinctive features; and
- Condition of landscape features assessed as "*moderate*" with a good age structure to tree cover.

9.5.32 The eastern parts of the Study Area are located within Norfolk and within the area administered by the Borough of King's Lynn and West Norfolk. This part of the Study Area is split into four LCTs as defined in the *King's Lynn and West Norfolk Borough Council Landscape Character Assessment*[24] as:

- LCT B: Drained Coastal Marshes;
- LCT D: The Fens – Settled Inland Marshes;
- LCT E: The Fens – Open Inland Marshes; and
- LCT H- The Fens – Settled Farmland with Plantations.

9.5.33 The LCTs are further subdivided into spatially discrete LCAs, with those present within the Study Area illustrated in **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3)** as follows:

- LCT B: Drained Coastal Marshes:
  - LCA B1: Terrington.
- LCT D: The Fens – Settled Inland Marshes:
  - LCA D2: Walpole, Terrington and Clench Warton;
  - LCA D3: Terrington St. John;
  - LCA D4: Emneth, West Walton and Walsoken; and
  - LCA D5: Outwell.
- LCT E: The Fens – Open Inland Marshes:
  - LCA E1: Tilney All Saints;
  - LCA E2: Saddlebow and Wormegay;
  - LCA E3: Wiggenhall St. Mary;
  - LCA E4: Marshland St. James;
  - LCA E5: Downham West;
  - LCA E6: Hilgay Fen;
  - LCA E7: Welney River; and
  - LCA E8: Denver Sluice.
- LCT H: The Fens – Settled Farmland with Plantations:
  - LCA H1: Stow Bardolph;
  - LCA H3: Denver; and

- LCA H8: Hilgay and Southery.

9.5.34 The northern and north-western parts of the Study Area lie within South Holland. The *South Holland Strategic Landscape Capacity Study*[25] identifies three landscape character types which are partly located within the Study Area:

- Peaty Fens LCT;
- Settled Fens LCT; and
- Wash Marshes LCT.

9.5.35 The western part of the Study Area lies within the area administered by Peterborough City Council. The *Landscape Character Assessment for Peterborough City Council*[26] identifies that this part of the Study Area lies within LCA 4: Peterborough Fens which covers much of the land to the east of the City of Peterborough, extending to the boundary of the authority. This fen landscape is further divided into four sub-areas of which two 4a – Bedford North Level and 4b – Thorney Island lie within the Study Area.

9.5.36 **Appendix 9C: NCA & LCT/LCA Key Characteristics Summaries (Volume 6.4)** provides details of the key characteristics of the LCAs and LCTs as defined by the published landscape character assessments for Fenland, King's Lynn and West Norfolk, South Holland and Peterborough as recorded above.

Townscape character

9.5.37 In the absence of a published Townscape Character Assessment by the Local Planning Authority for the settlement of Wisbech, a Townscape Characterisation Baseline Study has been completed to inform the baseline. The key characteristics of the identified Townscape Character Areas (TCAs) are set out in **Appendix 9D Townscape Characterisation (Volume 6.4)**.

9.5.38 The Characterisation Study has defined eight TCAs the geographic location and extent of which are shown in **Figure 9.10: Townscape Character Areas (Volume 6.3)** as follows:

- TCA 1: The Brinks and Old Market TCA[29];
- TCA 2: Wisbech Town Centre Conservation Area TCA[29];
- TCA 3: Bowthorpe Conservation Area TCA;
- TCA 4: Central Pre-Twentieth Century Residential Development TCA;
- TCA 5: Twentieth Century Residential and Institution Development TCA;
- TCA 6: Twenty First Century Riverside Residential Development TCA;
- TCA 7: Outlying Residential Areas TCA; and
- TCA 8: Wisbech Retail, Industrial and Commercial Development TCA.

[29] TCA 1 and TCA 2 are named '*The Brinks and Old Market*' and '*Wisbech Town Centre Conservation Area*' respectively, however they both form part of the Wisbech Conservation Area which has been divided into TCA 1 and TCA 2 as part of the Townscape Characterisation Baseline Study, as described in Appendix 9D.

Visual baseline – existing visibility

9.5.39 The EfW CHP Facility Site has low existing visibility due to the flat topography, industrial built development adjacent to its south-eastern, north-eastern, and north-western boundaries and scrub and tree cover along the boundary with New Bridge Lane. The proposed route of the CHP Connection along the disused March to Wisbech Railway is even more enclosed by the built development in the industrial estate. At its' northern end, the CHP Connection route is also screened by the tendency of properties on Victory Road, Burdett Road and Hillburn Road to have fences, tall hedgerows and/or trees along the rear of their west and south-west facing rear gardens. Many of the factors that influence the present visibility of the built development have been discussed in the landscape baseline. There will be minimal variation on the visibility of the EfW CHP Facility between summer and winter conditions i.e., regardless of the limited deciduous vegetation, including the scrub and tree cover, being in leaf.

9.5.40 The Grid Connection route would be undergrounded within the verge of New Bridge Lane initially and then, for a much longer section of its route, within the western verge of A47. The verges contain no trees or shrubs and therefore makes no contribution to the visual baseline other than for vehicular Receptors travelling along the section of A47 between the (closed off) eastern end of New Bridge Lane and Broad End Road.

9.5.41 The ZTVs produced for the main building and the chimneys at the EfW CHP Facility have been produced for an area within 5km of the centre of the main building and across the 17km radius LVIA Study Area. They are shown in **Figures 9.2i: EfW CHP ZTV within 5km of the main building in the EfW CHP Facility & 9.2ii: EfW CHP ZTV within LVIA Study Area** and **Figures 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility & 9.3ii: Chimneys ZTV within the LVIA Study Area (Volume 6.3)**. The 5km radius ZTVs demonstrate how, in an area where topography is effectively flat and which possesses only limited tree cover, the distribution of built development is the primary determinant of potential visibility. Consequently, the ZTVs are reduced to a small number of isolated fragments across central, eastern, and northern parts of Wisbech and the town has a 'shadow' of no potential visibility to its immediate east and north. Similar patterns are observable within and on the more distant sides of the larger settlements such as Leverington, Wisbech St. Mary, Friday Bridge, Elm and Emneth. The corollary is that away from Wisbech and the scattered settlements, the relative absence of built development and any substantive blocks of tree cover results in large tracts of the ZTVs in the rural areas close to Wisbech.

9.5.42 The more extensive ZTVs confirm that this situation continues across most of the Study Area. This is to be expected given that generally the settlement pattern is more widely dispersed further way from Wisbech. The only settlements that are sufficiently large to provide more than highly localised screening are March to the south, and, to a lesser degree, Sutton Bridge and Long Sutton to the north. The linear gaps in the ZTV at the south-eastern and eastern fringes of the Study Area are due to the localised screening that is proved at distances of more than ~14km by the large-scale embankments that contain the River Great Ouse and the Old Bedford River. The role of these embankments illustrates how in an area of

extensive flat topography, even a relatively slight topographic feature can generate considerable effects upon the availability of middle and long-distance views.

9.5.43 The two composite ZTVs in **Figures 9.4i: Composite ZTV of the main building and chimneys within 5km of the centre of the main building at the EfW CHP Facility & 9.4ii: Composite ZTV of the main building and chimneys within the LVIA Study Area (Volume 6.3)** show that the baseline conditions would ensure that there would be only minor variations in the relative visibility of the top of the main building (52m above FFL) and the chimneys (90m above FFL). The primary variant relates to the areas on the far side of settlements, embankments, and occasional substantial woodland belts where the size of the areas screened would be reduced for the taller chimneys. The variation becomes more pronounced at greater separation distances from the EfW CHP Facility.

9.5.44 The ZTV for the visible plume in **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that with a maximum possible height of 159m above FFL (90m high chimneys and 69m high plume) the ZTV becomes less fragmented. This is because the localised screening from built development, narrow shelterbelts and smaller areas of tree cover would become less effective at screening views

9.5.45 Good indications of baseline visibility and the views available to a high proportion of the residential and recreational visual Receptors within the LVIA Study Area are provided by baseline photographs from the agreed viewpoint locations. These winter views obtained in site visits in March 2020 and February 2021 are presented in **Figures 9.15i – 9.15xxx (Volume 6.3)**. The baseline photographs have been annotated to facilitate orientation and to highlight the key elements and landmarks in the views.

Visual baseline – distribution of visual Receptors for the EfW CHP Facility

9.5.46 The distribution of the expanded range of visual Receptors that reflects the consultation responses is shown in **Figures 9.11i: Community Visual Receptor Group Locations within 5km of the centre of the main EfW building** and **9.11ii: Community Visual Receptor Group Locations over 5km from the centre of the main EfW building (Volume 6.3)** for communities; **Figures 9.12i: Recreational Visual Receptor Group Locations within 5km of the centre of the main building at EfW CHP Facility** and **9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)** for features and attractions likely to be utilised by recreational visual Receptors; and **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment (Volume 6.3)** for individual and networks of PRoWs. A large majority of these visual Receptors only have a potential to have views of, and therefore could sustain visual impacts from, the construction and operation of the main building and chimneys at the EFW CHP Facility.

9.5.47 As discussed, the minimal variation in the ZTVs produced for the tallest elements of the main building and the top of the chimneys at the EfW CHP Facility has the consequence that only a small proportion of the visual Receptors, located towards the edge of the Study Area, have been selected specifically in relation to just the chimneys and the occasional visible plume as indicated in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. A small number of the community Receptor groups

defined for residential Receptors located within Wisbech were selected specifically for the CHP Connection.

9.5.48 The distribution of communities is not even across the Study Area. There is an understandable reflection of the historical importance of Wisbech and the way in which closer settlements such as Elm, Emneth and Leverington have expanded, especially in the post World War II period. Smaller and more fragmented settlements are most heavily concentrated and often merge into one another to the west of Wisbech e.g., Wisbech St. Mary, Guyhirn, Murrow, Parson Drove and Gorefield, and to the north-east including the various Walpoles and Terringtons. There are several parts of the Study Area where the settlement pattern is particularly dispersed or almost absent. These include areas close to the River Nene (presumably due to flood risk until recently); the area south of Friday Bridge and east of March; the area between March and Whittlesey; Marshland Fen and Stow Bardolph Fen areas between Wisbech and Downham Market; and the area west of Parson Drove and Murrow.

9.5.49 The distribution of the limited range of recreational facilities and tourist attractions is again focused upon Wisbech. Attractions like nature reserves are however generally located in the more remote parts of the Study Area. There are some sections of regionally promoted walking trails routed across the Study Area, the longest section belongs to the Nene Way. There is no information about the numbers of people who use these trails, although it would be reasonable to assume that a high proportion are local people who only likely to walk short subsections at any one time. A similar situation is likely to apply to the three sections of national cycle routes (NCR 1; NCR 11 and NCR 63) that pass through the Study Area.

9.5.50 Based upon site visits and review of the viewpoint assessment allied with reviews of the ZTVs and consultation responses, it was decided that, as shown on **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment (Volume 6.3)**, the PRoWs included would be concentrated within ~5km of the EFW CHP Facility. **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment (Volume 6.3)** shows that the PRoW network is fragmented and widely dispersed with the exceptions of the areas north and north-east of Wisbech around the Walpoles and out towards Marshland St. James. In these adjoining areas there are a moderate number of ‘Other Routes with Public Access’ which accord with droves to access remote farmsteads or fields.

9.5.51 The most notable PRoW with regard to the EfW CHP Facility is Halfpenny Lane: a by-way routed between northern Elm and Weasenham Lane in Wisbech. It is likely to be a remnant of a former route between Wisbech and one of its main satellite settlements, but is now split by the A47 which it crosses at grade. Other PRoWs are widely scattered and make up only short networks that no longer link to obvious destinations. In these circumstances, it is likely that their usage levels are no more than moderate.

9.5.52 For vehicular Receptors, the closer ‘A’ road network is restricted to a section of the A47 that bypasses Wisbech and heads north-east towards King’s Lynn and a section of A1101 that is routed south-east from Wisbech through Emneth and Outwell towards Downham Market. The B198 (Cromwell Road) links A47 and central Wisbech providing a gateway to the town and access to retail (Belgrave or Wisbech Retail Park) and business (Queens Business Centre) parks. Otherwise,

the road network consists of the B1542 and B1169 west of Wisbech, the B1101 south of Wisbech passing through Friday Bridge and a network of 'C' roads and lanes that link the settlements and droves that access farmsteads. These routes frequently follow straight and angular alignments dictated by the network of drainage channels. There are a limited number of sections of other 'A' roads that traverse peripheral parts of the Study Area. Large parts of the eastern and southern peripheral parts of the Study Area are characterised by limited levels of road access.

Future baseline

9.5.53 Landscape change is an ongoing and inevitable process and would continue across the Study Area irrespective of whether the Proposed Development proceeds and is operational over a 40 years' lifetime as proposed. Change can arise through natural processes (e.g., the maturity of woodlands) and natural systems (e.g., soil or river erosion) or, as is often the case, occurs due to human activity, land use, management, or neglect. **Chapter 14: Climate (Volume 6.2)** sets out detailed UKCP18 data with regard to the potential effects of future climate change.

9.5.54 The published profile for NCA 46: The Fens reports on several drivers of change which may alter the existing baseline landscape and visual within the Study Area as follows:

- New wind energy schemes which may create visual landmarks on this predominantly flat landscape and could reduce the sense of remoteness and isolation depending on their locations. Stags Holt Wind Farm has been operational since 2005 and is located just to the south of the Study Area. It consists of nine turbines that are 100m high to blade tip[30]; and lies adjacent to the 12 turbines at Coldham/Coldham Extension Wind Farm. There are also wind energy developments at Grange Wind Farm with seven turbines sited to the northern edge of the Study Area and a recent two turbine scheme to the east of Wisbech at Harp's Hall. Other wind energy projects may be introduced, although the focus of wind energy development in England is, at present, generally focused off-shore rather than on-shore. Within the proposed operational period of the Proposed Development the present baseline wind farms will enter their decommissioning periods. Hence existing turbines could be removed, or they may be repowered which is likely to result in a smaller number of taller turbines (currently onshore turbines being proposed in other parts of the UK are up to 180m to blade tip height); and
- Climate change and associated isostatic adjustment with a resultant rise in sea levels are likely to result in increased storm activities, sea level rise and increased threat of drought or floods. The challenges within the Fens include how the current system of drainage will be maintained and may alter land uses and habitats. There may be proposals to allow some areas to be reclaimed by Fenland in processes of localised 're-wilding'.

9.5.55 Planning permission has been granted for a service area at the junction of the A47 and Cromwell Road[31] which, once constructed, will have the effect of screening

[30] E.On. Stags Holt. (2019).
[31] Fenland District Council Application Reference F/YR16/0996/F for a proposed development incorporating Class A1, A3/A5, B1 and/or B8 and C1 uses and petrol station with ancillary retail sales kiosk with associated access, car parking and landscaping

much of the Proposed Development from road users in this locality, noting this development is only accounted for in the cumulative LVIA in **Chapter 18: Cumulative Effects Assessment (Volume 6.2)**. Strategic allocations and broad locations for growth around the eastern, southern, and western edges of Wisbech are contained within the Adopted Fenland Local Plan 2014 as shown in **Figure 18.2: Location of Shortlist Projects (Volume 6.3)**. Although timescales for development within these broad areas is yet to be confirmed, any proposals would individually and cumulatively substantially alter the landscape around the settlement fringes and increase the number of visual Receptors. East Wisbech is identified as an area to accommodate around 900 dwellings in the Fenland area and a further 550 dwellings within the King's Lynn and West Norfolk area. The area to the south of the EfW CHP Facility Site (located broadly to the north of the A47, south-east of New Drove, north and south of New Bridge Lane, and along Cromwell Road between New Bridge Lane and the A47/B198 roundabout) is also identified as a broad location for growth, predominantly for business purposes, although Policy LP8 of the Fenland Local Plan identifies that there is some potential for residential development in the eastern half between Low Elm Road, the A47 and Halfpenny Lane (approximately 100 dwellings). If delivered, these would result in additional built form being introduced to the south of the site of the EfW CHP Facility which may alter the visual composition of views from the south-east, south and south-west.

9.5.56 The future baseline for the area for the proposed Grid Connection would largely be the same as the baseline, as the area would be unaffected by the potential extensive development in the South Wisbech Broad Area for Growth and the eastern part of the Wisbech Garden Town that are Local Plan allocations. The northern-most part of the latter proposed development would however surround and alter the landscape settings of the Walsoken Substation and Walsoken DNO Substation with new infrastructure up to 3.5m high.

9.6 Scope of the assessment

Spatial scope

9.6.1 The spatial scope of the LVIA covers the area of the Proposed Development, together with the ZTVs that have formed the basis of the Study Area, as described in **Section 9.4**.

The Study Area for the Proposed Development is shown in **Figure 9.1: LVIA Study Area (Volume 6.3)**. It is based upon an LVIA Study Area extending 17km from the centre of the EfW CHP Facility in all directions.

9.6.2 The assessment summarised in **Section 9.9** and set out in detail in **Appendix 9G:** Landscape Character Assessment Tables **to Appendix 9K: Residential Visual Amenity Assessment (**both **Volume 6.4)** is presented as a 'whole project assessment. This means that an assessment has not been presented separately for the different components of the Proposed Development and instead, the assessment rationale draws out the role of each component in determining the overall magnitude of change and level of effect.

Temporal scope

9.6.3 The temporal scope of the LVIA is consistent with the period over which the development would be carried out and therefore covers the construction and operational periods as follows:

- The construction period extends over a 36-month period from 2023 -2026; and
- The operation period covers 2026-2066.

9.6.4 For the construction period, the LVIA is undertaken at the period during the construction when the greatest level of construction activity is being undertaken. This would include up to three tower cranes, measuring 75m in height, around six mobile cranes and six crawler cranes. To erect the chimneys, a temporary crane capable of extending approximately 5m above their height above finished floor level would be required. This would be on site for three to five days. The height of this temporary crane will increase in line with the erection of the chimney such that it will only achieve its maximum operational height at the point at which the final section for each chimney is fitted and which would give rise to greatest spatial distribution of landscape and visual effects.

9.6.5 With regard to the operational period, the LVIA is undertaken for the first winter following the commencement of operations of all the principal components of the Proposed Development i.e., winter 2026. Whilst it is considered that there would be minimal variation between winter and summer conditions, winter allows the assessments to take account of any increase in visibility due to seasonal leaf loss and aligns the assessment to the baseline photography which has captured the winter scenario. The assessment for landscape and visual Receptors where the magnitude of change sustained could potentially be changed by the maturation of any the proposed mitigation planting will also include an assessment of effects at winter 15 years after the commencement of operation of the Proposed Development i.e., winter 2041.

9.6.6 The landscape and visual effects associated with the decommissioning phase are expected to be of a similar or lower level to those reported for the construction phase works, albeit with a lesser duration of one year (see **Chapter 3: Description of the Proposed Development, Section 3.11: Decommissioning (Volume 6.2)**). The likely significance of effects relating to the construction phase assessment reported in this chapter is therefore applicable to the decommissioning phase.

ICCI Assessment

9.6.7 **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3), Section 3.4** describing landscaping in **Chapter 3: Description of the Proposed Development (Volume 6.2)**, reflects **Chapter 14: Climate (Volume 6.2)**, including the selection of species most resilient to climate change. The future baseline of climate change has been accounted for in the Operational Phase (Year 15) assessment for both landscape and visual Receptors.

Potential Receptors

Potential landscape Receptors

9.6.8 There are three broad types of landscape Receptors as follows:

- The first relates to the landscape elements that are located within the Order limits and may be subject to direct (physical) landscape effects;
- The second relates to landscape character which in the Study Area are defined at national and local level through the definition of NCAs and LCAs and which may experience direct or indirect effects. In accordance with paragraph 5.14 of GLVIA3[8], the LCAs have been taken forward as landscape Receptors on the basis that they represent smaller, discrete areas that are more appropriate for use as landscape character Receptors in this LVIA than the far more spatially extensive NCAs. A Townscape Characterisation Baseline Study has also defined TCAs within the settlement of Wisbech which is contained in **Appendix 9D - Townscape Characterisation Baseline Study (Volume 6.4)**. Landscape/townscape sensitivity assessments have been undertaken to determine landscape/townscape value and susceptibility to the type of development proposed in accordance with GLVIA3. The sensitivity assessments are presented in **Appendix 9E: Landscape Sensitivity Assessments** and **9F: Townscape Sensitivity Assessments (Volume 6.4)**; and
- The third are the landscape designations. There are no national or local landscape designations within the Study Area.

Potential visual Receptors

9.6.9 The ZTVs illustrated in **Figure 9.2i - EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility** to **Figure 9.6 – Visible Plume ZTV (Volume 6.3)** show the locations in the Study Area from where views of the Proposed Development may theoretically be available to visual Receptors. The following visual Receptors are those most likely to experience views of the Proposed Development:

- Residential and recreational visual Receptors in communities within the ZTV for the proposed EfW CHP Facility, including the occasional visible plume. In addition to those Receptors identified through the ZTVs for the EfW CHP Facility and/or the construction of the Grid Connection, residents in properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road within Wisbech have been included as a visual Receptor group in accordance with the Scoping Opinion due to their proximity to the CHP Connection. Following post PEIR consultation with Cambridgeshire County Council, Thomas Clarkson Academy has been included as a separate community visual Receptor group;
- Recreational visual Receptors using long distance trails within the Study Area that have a section(s) that are within any ZTV for the proposed EfW CHP Facility and/or the construction of the Grid Connection;
- Recreational visual Receptors using Sustrans National Cycle Routes within the Study Area that have a section(s) that are within any ZTV for the proposed EfW CHP Facility and/or the construction of the Grid Connection;

- Recreational visual Receptors using PRoWs and outdoor recreational facilities where enjoyment of views might be considered a key aspect of the activity being undertaken that are within any ZTV for the proposed EfW CHP Facility and/or the construction of the Grid Connection; and
- Vehicular visual Receptors (drivers and their passengers) using the local road network that have a section(s) that are within any ZTV for the proposed EfW CHP Facility and/or construction of the Grid Connection.

Potentially significant effects

9.6.10 The landscape and visual Receptors that have been taken forward for assessment are summarised in **Table 9.10: Landscape and visual Receptors scoped in for further assessment.** Inclusion within the 'potential effects' column is only indicative of any ZTV for the EfW CHP Facility and for a small number of Receptors the Grid Connection, extending across a proportion of the area occupied by the landscape or visual Receptor. The selection of Receptors has also been guided by the consultation responses (**Appendix 9A: Consultation Response Summaries (Volume 6.4)**) in which it was requested that any non-significant effects should not be disregarded from the assessment process, notwithstanding the fact that EIA is an assessment of likely significant effects. Additional Receptors where no significant effects are likely have been included to ensure there is a full appraisal of the effects of the Proposed Development upon the additional Receptors requested for inclusion in the assessment (**Appendix 9A: Consultation Response Summaries (Volume 6.4)**). Consultees made specific reference to paragraph 3.34 in GLVIA3[8] that states: "*It should be made clear that effects not considered to be significant will not be completely dismissed*."

Table 9.10 Landscape and visual Receptors scoped in for further assessment

Receptor	Relevant assessment criteria	Potential effects
Landscape and townscape Receptors		
Fenland LCAs: • **Wisbech Settled Fen;** • **The Fens; and** • **March Clay Island.**	A methodology that accords with GLVIA3.	Potential changes to the character and key characteristics of the LCAs as a consequence of the construction and operation of the Proposed Development, and in particular the EfW CHP Facility and the CHP Connection.
King's Lynn and West Norfolk LCAs: • **D2: Walpole, Terrington & Clench Warton;** • **D3: Terrington St. John;** • **D4: Emneth, West Walton & Walsoken;** • **D5: Outwell;** • **E1: Tilney All Saints;** • **E2: Saddlebow & Wormegay;**	A methodology that accords with GLVIA3.	Potential changes to the character and key characteristics of the 13 King's Lynn and West Norfolk LCAs as a consequence of the Proposed Development, and in particular the construction and operation of the EfW CHP Facility. In addition, LCA D4 in relation to the construction of the Grid Connection.

Receptor	Relevant assessment criteria	Potential effects
• **E3: Wiggenhall St. Mary;** • **E4: Marshland St. James;** • **E5: Downham West;** • **E6: Hilgay Fen;** • **E7: Welney River;** • **E8: Denver Sluice; and** • **H1: Stow Bardolph.**		
South Holland LCTs: • **Peaty Fens; and** • **Settled Fens.**	A methodology that accords with GLVIA3.	Potential changes to the character and key characteristics of the two LCTs as a consequence of the construction and operation of the EfW CHP Facility.
Peterborough LCA: • **4: Peterborough Fens**	A methodology that accords with GLVIA3.	Potential changes to the character and key characteristics of LCA 4 as a consequence of the construction and operation of the EfW CHP Facility.
TCAs within 2.5km of the EfW CHP Facility: • **TCA 1: The Brinks and Old Market;** • **TCA 2: Wisbech Town Centre Conservation Area;** • **TCA 3: Bowthorpe Conservation Area;** • **TCA 4: Central Pre-Twentieth Century Residential Development;** • **TCA 5: Twentieth Century Residential and Institution Development;** • **TCA 6: Twenty First Century Riverside Residential Development;** • **TCA 7: Outlying Residential Areas; and** • **TCA 8: Wisbech Retail, Industrial and Commercial Development.**	A methodology that accords with GLVIA3.	Potential changes to the character and key characteristics of the TCAs as a consequence of the construction and operation of the EfW CHP Facility and the CHP Connection.
Visual Receptors		
People at private properties within 500m of the main building at the EfW CHP Facility and the CHP Connection: • **Rose Bungalow, New Bridge Lane;** • **No.9, New Bridge Lane;** • **No.10, New Bridge Lane;** • **Potty Plants Nursery, New Bridge Lane;** • **The Chalet, New Drove;** • **Iolanda Bungalow and Kennels, B198, Cromwell Road;** • **Group of southern properties on New Drove;**	A methodology that accords with GLVIA3.	Potential changes to Receptors' views as a consequence of the construction and operation of the EfW CHP Facility, CHP Connection, Grid Connection and Water Connections. The assessment will inform **Appendix 9K - Residential Visual Amenity Assessment (Volume 6.4)** within which the closest individual or small groups of properties are included.

Receptor	Relevant assessment criteria	Potential effects
• **Residents in Caravan Parks south of A47;** • **Property at southern end of B198, Cromwell Road; and** • **Isolated properties on South Brink, west of B198.**		
People in their communities that are within the ZTV: • **Wisbech – twenty first century properties off Malt Avenue & Abraham Avenue;** • **Wisbech – properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road;** • **Wisbech – King's Walk Park area to the west of Churchill Road/A1101;** • **Pupils and staff at Thomas Clarkson Academy;** • **Wisbech – south of Weasenhan Lane & west of Churchill Road/A1101 (including Heron Road Open Space);** • **Wisbech – North Brink & Pocket Park area to northern edge of town;** • **Wisbech – east of River Nene: Town centre to northern edge of town;** • **Wisbech – Walsoken & New Walsoken;** • **Wisbech – south-eastern Wisbech;** • **Wisbech –west of River Nene along Barton Road /B1542;** • **Begdale area;** • **Elm – north of Begdale Road;** • **Elm – south of Begdale Road;** • **Friday Bridge area;** • **Emneth – west;** • **Emneth – east;** • **Chequers Corner/Marshland St. James area;** • **The Smeeth/ St. John Fen End area;** • **Terrington St. John/Tilney St. Lawrence area;** • **Walpole Highway area;** • **Walton Highway area;** • **West Walton area;** • **Walpole St. Peter & Walpole St. Andrew area;** • **Leverington area;** • **Gorefield area;** • **Wisbech St. Mary & Leverington Common;** • **Guyhirn area;** • **Upwell & Outwell area;** • **Wiggenhall St. Mary Magdalen, St. Germans and Watlington area;** • **Terrington St. Clement area** • **Sutton Bridge area;**	A methodology that accords with GLVIA3.	Potential changes to Receptors' views as a consequence of the construction and operation of the EfW CHP Facility. Wisbech – properties on Oldfield Lane/ Hillburn Road/ Kingsley Avenue/ Victory Road have also been included as a visual Receptor group due to its proximity to the CHP Connection. Staff and pupils at Thomas Clarkson Academy have been included at consultees' request. Potential changes to Receptors' views in the communities of: • Wisbech – Walsoken & New Walsoken; • Wisbech – south-eastern Wisbech; and • Elm – north of Begdale Road. as a consequence of the construction of the Grid Connection.

Receptor	Relevant assessment criteria	Potential effects
• **Tydd St. Mary & St. Giles area;** • **Parson Drove & Murrow area;** • **East of Thorney area;** • **March area; and** • **Downham Market area.**		
Recreational visual Receptors using long distance trails within the Study Area that have a section(s) that are within the ZTV: • **Nene Way;** • **Hereward Way; and** • **Fen Rivers Way/Ouse Valley Way.**	A methodology that accords with GLVIA3.	Potential changes to Receptors' views as a consequence of the construction and operation of the EfW CHP Facility.
Recreational visual Receptors using Sustrans National Cycle Routes within the Study Area that have a section(s) that are within the ZTV: • **NCR 63;** • **NCR 1; and** • **NCR 11.**	A methodology that accords with GLVIA3.	Potential changes to Receptors' views as a consequence of the construction and operation of the EfW CHP Facility.
Recreational visual Receptors visiting Tourist and Visitor Attractions within the Study Area that are within the ZTV: • **Peckover House and Garden;** • **Elgood's Brewery Gardens;** • **Walpole Water Garden;** • **WWT Welney Wetland Centre;** • **Nene Washes Nature Reserve, Eldernell; and** • **Rings End Local Nature Reserve.**	A methodology that accords with GLVIA3.	Potential changes to Receptors' views as a consequence of the construction and operation of the EfW CHP Facility and the CHP Connection.
Recreational visual Receptors using PRoWs networks within the Study Area that are within the ZTV: • **1) Halfpenny Lane (Elm – northern end of New Drove);** • **2) PRoWs west of Begdale: Crooked Bank/Narrow Drove/Broad Drove;** • **3) PRoW Elm - Collett's Bridge;** • **4) PRoWs north of Emneth (Gray's Lane, Mill Road & north of Wilkin's Road);** • **5) PRoWs Stow Lane & east of Meadowgate Lane, eastern Wisbech;**	A methodology that accords with GLVIA3.	Potential changes to Receptors' views as a consequence of the construction and operation of the EfW CHP Facility. Potential changes to Receptors' views when using PRoW networks 1, 4, and 5, as a consequence of the construction of the Grid Connection.

Receptor	Relevant assessment criteria	Potential effects
• **6) Network of Other Routes with Public Access – Droves between Walton Highway and Marshland St. James;** • **7) Network of Other Routes with Public Access – Droves between West Walton and Ingleborough;** • **8) Network of Other Routes with Public Access between Walsoken and West Walton;** • **9) PRoW 'The Still' south of Leverington;** • **10) Byways at Leverington Common;** • **11) Network of Other Routes with Public Access - Pulley's Lane/Elbow Bank/Low Lane at North Level and at Bunkers Hill; and** • **12) PRoWs around Murrow and Thomolas Drove.**		
Vehicular visual Receptors using main transport routes that are within the Study Area that have a section(s) that are within the ZTV: • **A47;** • **B198 Cromwell Road;** • **A1101;** • **A1122;** • **A141;** • **A17;** • **B1101;** • **B1165;** • **B1169;** • **B1542;** • **B1187;** • **Cox's Lane/Mile Tree Lane;** • **Lords Lane/Bevis Lane;** • **North Brink - Bevis Lane to Barton Road (B1542);** • **Redmoor Lane;** • **Redmoor Bank & Belt Drove;** • **Begdale Road;** • **New Bridge Lane south of A47; and** • **Wales Bank.**	A methodology that accords with GLVIA3.	Potential changes to Receptors' views as a consequence of the construction and operation of the EfW CHP Facility. Potential changes to Receptors' views when A47 as a consequence of the construction of the Grid Connection.

9.6.11 The landscape and visual Receptors/impacts scoped out from being subject to further assessment because the potential effects are not considered likely to be significant are summarised in **Table 9.11 Landscape and visual Receptors scoped out of further assessment.**

Table 9.11 Landscape and visual Receptors scoped out of further assessment

Receptor	Impact	Justification	Agreement
Landscape elements within the EfW CHP Facility Site and the CHP Connection.	Loss of landscape elements.	The range of landscape elements as described in **Section 9.5** that would be lost to facilitate the construction and operation of the EfW CHP Facility and CHP Connection are of low landscape value.	PINS Scoping Opinion (ID 4.4.1) (January 2020)
Landscape elements within the Grid Connection route.	Temporary loss of landscape elements.	A review of the alignment of the Grid Connection which extends east from the EfW CHP Facility shown in **Figure 3.3: Underground Cable Connection (Volume 6.3)** with **Figure 11.3: Extended Phase 1 Habitat Survey Plan (Volume 6.3)** and aerial photography indicating that no hedgerows or tree belts would be crossed by the UGC. The route initially follows the edge of New Bridge Lane and then the northern/western verge of the A47 which consists of rough grassland which is considered to be of low value and easy to reinstate in a short timescale. Within one growing season there would be no above ground evidence of the presence of the operational Grid Connection other than periodic small marker posts. Hence significant effects on landscape elements are not anticipated. Construction activities would be secured via the **Outline Construction Environmental Management Plan (Volume 7.12)** to minimise any loss of or damage to trees, shrubs, hedgerows, and drainage ditches located close to the route of the Grid Connection and the required excavations. Consequently, there is no potential for significant effects to occur for landscape elements	PINS Scoping Opinion (ID 4.4.3) noted that as a consequence of the uncertainty around the selection of any underground cable route and resultant need for and extent of tree and hedgerow removal, that the "*ES should assess any likely significant effects to landscape features during construction of the underground Grid Connection*." The Grid Connection route has been refined for the ES and the route is shown in **Figure 3.3: Underground Cable Connection (Volume 6.3).** As explained in the previous justification column, no potential for significant effects upon landscape elements are predicted from the construction or operation phase related to the Grid Connection and consequently the assessment of landscape elements has been scoped out of the LVIA. The effects upon landscape character and visual amenity of the construction phase as a result of the Grid Connection have been scoped into the LVIA.

Receptor	Impact	Justification	Agreement
		along the route of the Grid Connection.	
All visitors to the Wisbech (Belgrave) Retail Park.	Changes to Receptors' views as a consequence of the construction and operation of the Proposed Development.	The availability of outward views is unlikely to be a key factor affecting their purpose in visiting the Retail Park. This conclusion is informed by GLVIA3 para 6.34 which provides examples of "*visual Receptors likely to be less sensitive to change" and which includes people "whose attention may be focused on their work or activity, not on their surroundings, and where the setting is not important to the quality of working life …*". There may be potential for occasional views of the visible plume, but such views would be a rare occurrence, especially during daylight hours.	PINS Scoping Opinion (ID 4.4.6) (January 2020)
All employees at businesses in southern Wisbech i.e., industrial and business development in the Wisbech Industrial Estate.	Changes to Receptors' views as a consequence of the construction and operation of the Proposed Development.	Outward views are usually highly limited and GLVIA3 accords such employees low visual sensitivity. There may be potential for occasional views of the visible plume, but such views would be a rare occurrence, especially during daylight hours.	PINS Scoping Opinion (ID 4.4.6) (January 2020)

9.6.12 A small number of LCTs and LCAs which coincide with the LVIA Study Area (as shown in **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3)**) will not be considered further within the assessment. This is because only a very small part of the LCT or LCA extends into the periphery of the LVIA Study Area, and the separation distances between the LCT/LCA and the Order limits means that significant landscape effects would not occur. The LCTs/LCAs that overlap with the LVIA Study Area but that will not be considered further are as follows:

- Whittlesey Island LCA (Fenland);
- Wash Marshes LCT (South Holland);
- LCA B1: Terrington (King's Lynn and West Norfolk);
- LCA D1: Clenchwarton Marsh (King's Lynn and West Norfolk);

- LCA H3: Denver (King's Lynn and West Norfolk); and
- LCA H6: Hilgay and Southery (King's Lynn and West Norfolk).

9.7 Embedded environmental measures

9.7.1 Environmental measures have been embedded into the Proposed Development and **Table 9.12 Summary of the embedded environmental measures and how these influence the landscape and visual assessment** outlines how these embedded measures and others specific to the LVIA will influence the assessment.

Table 9.12 Summary of the embedded environmental measures and how these influence the landscape and visual assessment

Receptor	Potential changes and effects without mitigation	Embedded measures and influence on assessment
Residential visual Receptors in the closest properties within 500m of the EfW CHP Facility and the host LCA (Wisbech Settled Fen).	Increase in the level of lighting with potential contributions to light pollution (via skyglow, glare and light overspill) with resultant effects upon valued landscape perceptual attributes such as tranquillity and the composition of night-time views. It should be noted that baseline studies and the night-time views shown in **Figure 9.16i-vi: Annotated Night-time Viewpoints (Volume 6.3)** demonstrate that these attributes are already considerably reduced by the Wisbech Industrial Estate and Wisbech (Belgrave) Retail Park.	Outside of daylight hours lighting requirements would be limited to security and safety only in both the construction and operation periods. **Appendix 3B: Outline Lighting Strategy (Volume 6.4)** minimises lighting within the operational EfW CHP Facility Site, with lighting restricted to ground and low-level locations utilising luminaries with full horizontal cut-off in order to minimise light spill and sky glow. Full external lighting details would be secured by a DCO Requirement. There will be no requirement for visible aviation lighting on the chimneys as confirmed by the Defence Infrastructure Organisation (email dated 05/05/2021).
Residential visual Receptors in the closest properties within 500m of the EfW CHP Facility and the host LCA (Wisbech Settled Fen).	Loss of the western part of the small area of tree cover and scrub on the southern edge of the EfW CHP Facility Site. This would result in the localised reduction in screening within some views that are available to a small number of residential and recreational visual Receptors.	**Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)** illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and would be subject to a DCO Requirement. Planting would take several years to become established and then attain its full size and landscape and visual role. The LVIA does not rely upon the maturity of the proposed planting in assessing impacts and their effects relevant Receptors at Operation Year 15.
Residential and recreational visual	The presence n of the main building at the EfW CHP Facility	The architectural design has sought to minimise overall scale, height, and massing

Receptor	Potential changes and effects without mitigation	Embedded measures and influence on assessment
Receptors within approximately 5km of the EFW CHP Facility, TCA 8, and the host LCA (Wisbech Settled Fen).	will introduce a new component in the host LCA, adjacent TCA and views of a wide range of visual Receptors whose height, scale and mass have few, if any precedent in the baseline (the nearby 33m high cold store provides a precedent for some Receptors).	within the functional requirements of the EfW CHP Facility. For example, reduction of the maximum potential height of the main buildings including the boiler house building (allowing for Limits of Deviation (LoD)) from 55m at PEIR to 52m at ES. It utilises external cladding materials, including kinetic panels, and colours to reflect the surrounding context.
Residential Receptors on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road	Clearance of scrub vegetation and construction of above ground CHP Connection with adverse impacts upon the visual amenity of nearby residents.	The CHP Connection design has changed from expansion loops up to 6.7m high at PEIR to the ES design of bellows that would be a maximum of 1.7m above ground level where it would be located to the rear of residential properties. This change would have a reduced impact upon the visual amenity experienced the nearby residential properties.

9.7.2 **Section 9.11** covers the implementation of environmental measures and **Table 9.19 Summary of environmental measures to be implemented – relating to landscape and visual** describes the environmental measures embedded within the Proposed Development and the proposed means by which they will be implemented, i.e., they will be secured through the discharge of DCO Requirements.

9.8 Assessment methodology

9.8.1 The generic project-wide approach to the assessment methodology is set out in **Chapter 4 Approach to the EIA (Volume 6.2)**, and specifically in **Sections 4.7** to **4.10**. However, whilst this has informed the approach that has been used in this LVIA, it is necessary to set out how this methodology has been applied, and adapted as appropriate, to address the specific needs of this assessment.

Methodology for predicted landscape and visual effects

9.8.2 The LVIA and has been undertaken in accordance with the methodology set out in **Appendix 9B LVIA Methodology (Volume 6.4)** and conforms to GLVIA3[8]which is widely accepted throughout the UK as the appropriate approach to use.

Significance evaluation methodology

9.8.3 The level of landscape and visual effects is determined with reference to landscape or visual sensitivity and the magnitude of landscape or visual change experienced. For each Receptor, the evaluation process is informed by use of a matrix, as in **Table 9.13: Level of effect used in landscape and visual assessment,** that sets out the level of effects and whether this is significant or not. Whether or not a

moderate level of effect is considered to be significant will depend on professional judgement. Effects below a moderate level of effect are not considered significant.

Table 9.13 Level of effect used in landscape and visual assessment

		Sensitivity of Receptor		
		High	**Medium**	**Low**
Magnitude of change	**High**	Major (Significant)	Major (Significant)	Moderate (Potentially significant)
	Medium	Major (Significant)	Moderate (Potentially significant)	Minor (Not significant)
	Low	Moderate (Potentially significant)	Minor (Not significant)	Negligible (Not significant)
	Very Low	Minor (Not significant)	Negligible (Not significant)	Negligible (Not significant)

9.8.4 In reporting on the significance of effects, clear and accessible narrative explanations of the rationale underlying the assessment have been presented for each landscape, townscape and visual Receptor. Matrices and tables for landscape, townscape and visual effects are provided in support of, and as a summary of the narrative explanations. Wherever possible cross references will be made to baseline figures and visualisations to support the rationale.

9.8.5 The landscape and visual assessments also sometimes identify Receptors where no landscape or visual change is predicted for the construction and/or operation phases. For these Receptors, '*No Change*' has been inserted into the magnitude of change column of the assessment tables and the resulting level of effect identified as '*No Effect*'.

9.9 Environmental assessment of landscape and visual effects

Summary of effects on Landscape Character

9.9.1 The assessment of effects upon the 19 LCA/LCT Receptors within the Study Area is set out in the detailed assessment tables in **Appendix 9G: Landscape Character Assessment Tables (Volume 6.4).** A summary of this assessment is presented below.

Construction Phase

9.9.2 The assessment has concluded that there would be no significant effects upon landscape character as defined by the extant district or borough Landscape Character Assessments during the 36-month construction phase.

9.9.3 The highest magnitude of landscape change during this period would occur within the 'Wisbech Settled Fens' LCA within which the detailed assessment concludes a medium magnitude of landscape change giving rise to a Moderate level of effect when combined with the assessed medium landscape sensitivity, which would be **Not Significant**. This LCA would host construction activities associated with the EfW CHP Facility (including TCC and Access Improvements), and the shorter lasting construction activities for the CHP Connection, the Grid Connection and the Water Connections, all of which would be concentrated on the southern edge of Wisbech within the southern half of this LCA. There would be minimal loss of landscape elements within the boundary of the EfW CHP Facility, as the proposed components are mostly sited in areas already used for hardstanding, although there would be the partial loss of an area of scrub and tree cover within the south-eastern corner of the site. There would also be the loss of dense scrub from within the CHP Connection corridor and the temporary loss of a narrow strip of grassland from the excavation works required for the UGC alongside New Bridge Lane (where similar works will be required for the Water Connections) and, more extensively, in the verge of the A47. The loss of these landscape elements would have only highly localised landscape effects at the scale of the LCA.

9.9.4 More obvious and direct landscape effects upon this host LCA during the 36-month construction phase would be associated with the introduction of high levels of activity across the EfW CHP Facility Site with associated aural and visual disturbance from the constant presence of temporary and permanent structures, plant, and movement. This would take place within an area of Wisbech which is defined by its industrial and commercial land uses, where high levels of movement, activity and audible disturbance are already part of the baseline character, compounded by the visual and aural disturbance of traffic along the busy A47 to the south of the EfW CHP Facility Site and to a lesser extent along the closest section of the B198. As a consequence, the disturbance generated by the construction activity would be incremental to that already present under baseline conditions and would not fundamentally affect perceptual qualities such as tranquillity, remoteness and naturalness which are already lower within the areas of LCA surrounding the EfW CHP Facility Site. Construction and security lighting should be incremental to the high levels of lighting present within the southern fringes of Wisbech as demonstrated in the CPRE mapping in **Figure 9.8: Comparative light pollution levels within the LVIA Study Area (Volume 6.3)** and the night-time baseline photography in **Figures 9.16i-9.16vi (Volume 6.3).**

9.9.5 Whilst the influence of ground and low-level construction activity would be most prevalent within the small proportion of the LCA immediately surrounding the EfW CHP Facility Site, the elevated construction activities including the deployment of cranes with a maximum height of 75m (95m for a very short duration close to the end of the construction period), could have a potential visual presence from within a much larger proportion of this LCA over the 36-month construction period as indicated by the ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area, 9.3ii: Chimneys ZTV within LVIA Study Area** and **9.4ii: Composite ZTV of the main building and chimneys within 5km of the centre of the main building at the EfW CHP Facility (Volume 6.3)** and which can be used as a proxy for this elevated activity. Whilst these elevated works would sometimes be viewed in the absence of any vertical or large-scale precedent (such as in Viewpoint 12 south of

Leverington) and could contrast with the rural fenland landscape and horizontal character beyond the settlements, they would more commonly be viewed alongside or beyond other large-scale or vertical infrastructure such as lighting columns, steel-lattice pylons (heights up to 45-48m) or the cold store (height of 33m) as evidenced in the baseline photography from Viewpoints 2, 5, 6, 8, 9 and 15. The context within which these elevated works would take place would reduce their characterising influence from within an LCA which is noted and defined for being more settled than the surrounding fenland landscape and where pylons and the A47 are cited in the extant assessment as being distinctive features.

9.9.6 Highly localised landscape effects from construction activity would also be associated with presence of smaller scale construction plant and activity along the route of the CHP Connection although these effects would be confined within the disused March to Wisbech Railway corridor which passes through an industrial area. Hence effects generated by these works would have minimal characterising influence in the LCA. Similarly, works associated with the undergrounding of the Grid Connection alongside New Bridge Lane and the A47 (presence of excavator plant) would have limited effects, particularly upon perceptual qualities given the high baseline levels of movement and audible and visual disturbance associated with the A47.

9.9.7 The introduction of large-scale construction plant and activity has the potential to generate a visual effects pathway from within a large proportion of this LCA, with a particular concentration in the small portion of the LCA located immediately around the EfW CHP Facility Site, along New Bridge Lane and south to the closest section of A47. Hence it is assessed that in this small part of the LCA there could be short-lived periods of the construction phase when the magnitude of change could be high and consequently significant within this localised part of the host LCA. However, the outcome of this assessment for the Wisbech Settled Fen LCA overall is that the level of effect would not exceed Moderate. This would therefore potentially be significant under the level of effect methodology set out in **Appendix 9B LVIA Methodology (Volume 6.4)**, but the context within which the construction activities would often be perceived, (i.e., within an industrial and commercial context where high levels of movement, noise and light intrusion are already part of the baseline character and where vertical or large scale infrastructure has a baseline landscape role), means that effects are concluded to be **Not Significant** for Wisbech Settled Fen LCA as a single, indivisible LCA that extends across all of Wisbech and beyond from Outwell to Tydd St. Mary and from Wisbech St. Mary to Walsoken.

9.9.8 Beyond the host LCA, the detailed assessment concludes that several LCAs/LCTs would experience a Low magnitude of change during the construction phase with a resulting Minor level of effect that is **Not Significant** when combined with the assessed medium landscape sensitivity for the relevant LCAs/LCTs. These are the neighbouring The Fens LCA, which extends to within 0.9km of the EfW CHP Facility Site, LCA D4: Emneth, West Walton and Walsoken, plus the more distant LCA E4: Marshland St. James, all of which could also experience a Low magnitude of change due to the presence of the more elevated construction activities in the latter part of the construction phase.

9.9.9 In relation to The Fens LCA construction effects would commonly be associated with the cranes and elevated construction activities which would potentially have a

visual presence from within a considerable proportion of this LCA. From large parts of the LCA, primarily concentrated to the south and north-west, this elevated activity would frequently play an incremental role beyond closer and more prominent built infrastructure such as steel lattice pylons or the wind turbines at Coldham/Stag's Holt and Ransom Moor. From locations to the west, where existing vertical infrastructure is infrequent, the elevated construction activities and cranes would have a small scale and urbanising role from within this largely unsettled landscape and their vertical presence above the horizon is predicted to detract slightly from the horizontal character. A similar rationale applies to LCA E4: Marshland St. James, within which the elevated construction activities would become small-scale minor elements where they would typically have an incremental (with the steel lattice pylons) vertical contrast with the horizontal fenland landscape.

9.9.10 LCA D4: Emneth, West Walton and Walsoken would host the Grid Connection including the Walsoken Substation and would therefore be subject to direct effects associated with the construction of the Grid Connection, principally excavation and backfilling of the cable trench. The presence of plant and movement along A47 would be comparable in type and scale to plant and vehicles typically associated with road works that occur periodically along many highways. Consequently, these temporary construction activities would have highly limited influence upon the existing character or key characteristics of this LCA. The short-term presence of a construction material within LCA D4, within a layby of the A47, would be small in scale. The location of the layby and the excavation activities alongside a busy transport route where perceptual qualities are already adversely affected, and movement and highway lighting are common characteristics, reduces the level of contrast that the presence of the construction materials would have within LCA D4.

9.9.11 In terms of indirect effects upon LCA D4 and, to a lesser degree, LCA E4 Marshland St. James, the elevated construction activities and cranes associated with the construction of the EfW CHP Facility have the potential to generate landscape effects from within a large proportion of the LCAs. This would be most evident from within the open fenland landscape to the east of EfW CHP Facility Site (within LCA D4) from which the elevated construction activities would form an incremental visual contrast with the predominantly horizontal grain of the rural landscape. The elevated construction activities would represent further vertical intrusion above the horizon, often having a visual presence alongside the cold store, and in context with steel lattice pylons and smaller communications poles as evidenced in the photomontage from Viewpoint 16 in **Figure 9.32b: Viewpoint 16: Lady's Drove, south of Chequers Corner, Emneth (Volume 6.3)**.

9.9.12 For the remaining 15 LCTs and LCAs within the LVIA Study Area comprising March Clay Island LCA, LCA D2: Walpole, Terrington and Clench Warton, LCA D3: Terrington St. John, LCA D5: Outwell, LCA E1: Tilney All Saints, LCA E2: Saddlebow and Wormegay, LCA E3: Wiggenhall St. Mary, LCA E5: Downham West, LCA E6: Hilgay Fen, LCA E7: Welney River, LCA E8: Denver Sluice, LCA H1: Stow Bardolph, LCT: Peaty Fens, LCT: Settled Fens and LCA4: Peterborough Fens, the sensitivity is assessed as medium, with the exception of LCA E6: Hilgay Fen where there is a high sensitivity and LCT Settled Fens and March Clay Island LCA, where a Low sensitivity is assessed. The magnitude of change that would be experienced at these remaining LCTs and LCAs is assessed as very low or No Change, with the level of effect ranging from Minor to Negligible (or No Effect) and

Not Significant. This is a consequence of either a high incidence of built settlement within an LCA (i.e., within the March Clay Island LCA or LCA D5: Outwell) which serves to reduce the potential intervisibility between the elevated construction works and these landscapes and/or due to increasing separation distances. With regard to the latter, a detailed review of the range of visualisations prepared indicates that the cranes and elevated construction activities at distances in excess of approximately 7km, would be frequently screened by fore or mid-ground tree cover. In the most open views available from within these LCAs and LCTs, the distant and very minor visual role of these activities would commonly be incremental to other large-scale vertical infrastructure within the landscape (i.e., steel lattice pylons, wind turbines at Wryde Croft, Coldham/Stag's Holt, Ransom Moor and the Grange Wind Farms and Power Stations at Sutton Bridge and King's Lynn). These infrastructure elements would be often more prominent and would continue to have a greater characterising role than the elevated construction activity associated with the distant EfW CHP Facility. Perceptual qualities such as the moderate to high levels of tranquilly and remoteness which is often present across these rural fenland landscapes would not be altered.

Operation Phase Year 1

9.9.13 A similar pattern of landscape effects would be associated with the Operation Phase Year 1 and no significant effects have been concluded within the detailed assessments in **Appendix 9G: Landscape Character Assessment Tables (Volume 6.4)**. The Wisbech Settled Fens LCA that is host to the EfW CHP Facility, its Access Improvements, CHP Connection and the Grid Connection is assessed as experiencing an overall medium magnitude of change (and a Moderate and **Not Significant** level of effect), primarily as a consequence of the operation of the EfW CHP Facility, with highly limited and localised landscape effects arising through the CHP Connection and no landscape effects occurring from the Grid Connection once land cover has been reinstated and established (likely to be within one season after the preceding construction phase).

9.9.14 In terms of the landscape effects as a consequence of the EfW CHP Facility and the CHP Connection within the host Wisbech Settled Fens LCA, the assessment concludes that the twin chimneys with a height of 90m and the upper section of the boiler house building with a maximum height of 52m, would potentially be visible from within a large proportion of this LCA as indicated in the ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area, 9.3ii: Chimney ZTV within LVIA Study Area** and **9.4ii: Composite ZTV of the main building and chimneys within 5km of the centre of the main building at the EfW CHP Facility (Volume 6.3)**. The occasional visible plume would be an infrequent presence across a higher proportion of the LCA as shown in the ZTV in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. From within areas of LCA to the north-west and west (for example, at Viewpoint 12 in **Figures 9.28a and b: Viewpoint 12: PRoW – 'The Still' – south of Leverington**) **(Volume 6.3)**, the operational EfW CHP Facility would have an urbanising influence from within a largely rural landscape where there is an absence of other large scale or vertical infrastructure precedents. Its presence would be infrequently emphasised when the plume would be visible. Review of calculations in **Chapter 8: Air Quality (Volume 6.2)** show that under the worst-case scenario the plume would be up to 69m higher than the chimneys. Its maximum length would

be 582m, although its average length would be 67m. Under the worst-case scenario over a year, the percentage of plumes visible would be 7.2%, although the combination of meteorological conditions that would be required for the plume to be visible would be more likely to arise at night.

9.9.15 The role of the EfW CHP Facility is reduced by the separation distances between the parts of the Wisbech Settled Fen LCA within which this urbanising influence would be experienced and the EfW CHP Facility. From areas of LCA sited closest the EfW CHP Facility (to the immediate east and south), the Proposed Development would be incremental to the already prominent role of infrastructure within the host LCA, often appearing as a co-prominent feature with the 33m high cold store and/or steel lattice pylons as evidenced at Viewpoint 8 (**Figure 9.24b: Viewpoint 8: Halfpenny Lane Byway (Volume 6.3)**) and Viewpoint 6 (**Figure 9.22b: Viewpoint 6: Halfpenny Lane Byway north of A47 (Volume 6.3)**). The EfW CHP Facility would only occasionally be perceived as the dominant built element in the landscape within this LCA, as indicated by Viewpoint 5 in **Figure 9.21b: Viewpoint 5: A47 east of roundabout junction with the B198 (Volume 6.3)**. It is assessed that within the parts of LCA in which this co-prominence or dominance occurs, the Proposed Development would not fundamentally alter the existing landscape character, key characteristics, or perceptual qualities, which are already influenced by large-scale built form with corresponding lower levels in scenic quality, high levels of light intrusion and movement with its associated audible and visual disturbances along the A47 and lower levels of tranquillity and remoteness. Nevertheless, it is assessed that at the closest parts of the LCA on the southern edge of Wisbech, the operation of the EfW CHP Facility would be significant. However, at the scale of the whole LCA this highly localised effect has to be understood in the context that from a high proportion of the LCA's area, the baseline presence of built form means that a visual effects pathway are absent, largely absent or only possible on the infrequent occasions when the visible plume could present, as evidenced from Viewpoints 3, 10 and 11 (**Figure 9.19b: Viewpoint 3: North Brink south of Mile Tree Lane, Figure 9.26b: Viewpoint 10: Southern frontage of Peckover House on North Brink** and **Figure 9.27b: Viewpoint 11: Wisbech Park**, respectively **(Volume 6.3)**) from within the LCA. In tandem with many of the attributes discussed under the value criteria commentary in the LCA's sensitivity assessment set out in **Appendix 9E: Landscape Sensitivity Assessments (Volume 6.4)**, the localised high magnitude of change for the operational EfW CHP Facility would not extend to allow the assessment of a high magnitude of change across the entire LCA. A medium magnitude of change is the correct assessment for the Wisbech Settled Fen LCA as a single landscape Receptor.

9.9.16 The predicted Low magnitude of change assessed for LCA D4 Emneth, West Walton and Walsoken resulting in a Minor level of effect that is **Not Significant** (when combined with the assessed medium landscape sensitivity), would be due to the indirect effects generated by the operational EfW CHP Facility. Reference to the ZTVs in Figures **9.2ii: EfW CHP ZTV within LVIA Study Area, 9.3ii: Chimneys ZTV within LVIA Study Area** and **9.4ii: Composite ZTV of the main buildings and chimneys within the LVIA Study Area (Volume 6.3)** indicates that the chimneys and boiler house building of the EfW CHP Facility have the potential to have a visual presence from within a large proportion of this LCA, as would the occasional visible plume as indicated in **Figure 9.6: Visible Plume ZTV (Volume**

6.3). An indication of the scale of the EfW CHP Facility from within the closest southern parts LCA D4 to the east is illustrated in the wireline for Viewpoint 16 in **Figure 9.32b: Viewpoint 16: Lady's Drove, south of Chequers Corner, Emneth (Volume 6.3)** which demonstrates its incremental urbanising role alongside the cold store (which is a common visual component from within this part of the LCA) and further vertical intrusion above the horizon in context with other large-scale vertical infrastructure such as steel lattice pylons. This visual presence would have an incremental role on the baseline scenic quality from within a landscape which is described in the extant assessment as already having a "*variety of vertical elements including large-scale farms, glasshouses, pylons, frequent rows of poplars and other tall vegetation, give the landscape a cluttered appearance with few points of focus*". The presence of the EfW CHP Facility and the occasional visible plume is unlikely to dilute perceptual qualities such as the already low to moderate levels of tranquillity and remoteness found within the LCA under baseline conditions. The scale of the EfW CHP Facility from within the northerly parts of LCA D4, is indicated in the photowires from Viewpoint 21 in **Figure 9.37b: Viewpoint 21: NCR1 at southern end of West Drove, Walpole Highway (Volume 6.3)** and from Viewpoint 26 in **Figure 9.42b: Viewpoint 26: Folgate Lane, Walpole St Peter (Volume 6.3).** The reducing scale of EfW CHP Facility at increasing separation distances would likely result in the Proposed Development being screened by intervening fore and middle ground vegetation. Whilst its presence could be intensified or emphasised slightly by the infrequent daytime presence of the occasional visible plume, it would have a limited characterising influence upon the character and key characteristics of the more distant part of this LCA given a baseline context in which vertical infrastructure already plays a characterising role. Following the re-establishment of vegetation cover upon the Grid Connection within the verge of A47 the operational presence of Grid Connection would not be discernible within LCA D4 other than for the small-scale changes from the proposed Walsoken Substation, adjacent to the Walsoken DNO Substation.

9.9.17 Low magnitudes of landscape change and a minor level of effect that would be **Not Significant** are also assessed for the neighbouring The Fens LCA and for the more distant eastern LCA E4: Marshland St. James. The field survey and a review of the visualisations from Viewpoints 18, 22, 23, 25 and 30 from within The Fens LCA indicates that varying role that the EFW CHP Facility may have from within this landscape. From many parts of these LCAs, such as around Guyhirn, even a small amount of foreground screening would be sufficient to limit the visual presence of the EFW CHP Facility as shown in the photowire from Viewpoint 18 in **Figure 9.34b Viewpoint 18: Minor road on eastern edge of Guyhirn (Volume 6.3)**. From other locations within the LCA, commonly to the south and north-west, the baseline presence of intervening infrastructure (such as steel lattice pylons and wind turbines) would continue to have a more prominent role in the landscape as evidenced in the baseline photography from Viewpoint 23 (**Figure 9.39a: Viewpoint 23: Rings End National Nature Reserve (Volume 6.3)**) and Viewpoint 25 (**Figure 9.41a: Viewpoint 25: Hereward Way close to Andrew's and Reed Fen Farm (Volume 6.3)**). The distant visual presence of the EFW CHP Facility in this scenario would form an incremental vertical intrusion above a narrow section of an extended horizon. Conversely, from areas to the west as indicated in the baseline photography and wireline from Viewpoint 22 at Parson Drove (**Figure 9.38: Viewpoint 22: PRoW in Parson Drove (Volume 6.3)**), there is a relative absence

of larger scale vertical precedents within the rural landscape. This absence has the consequence that the distant visual presence of the EFW CHP Facility above the horizon, emphasised slightly by the infrequent presence of the occasional visible plume, would be likely to have a small scale but urbanising role upon this largely unsettled landscape where its limited presence would nevertheless detract slightly from the prominence of horizontal patterns that are a visual character of LCAs in this part of the Study Area. This rationale is consistent with the findings of the assessment for LCA E4, where, at a minimum separation distance of ~6km, the EfW CHP Facility could have a small scale incremental vertical presence above the western or north-western horizon, emphasised slightly by any occasional visible plume. This could give rise to a very slight urbanising influence and vertical contrast of the operational EfW CHP Facility with the horizontal character. However, this would not be of a scale which would undermine the baseline "*very strong sense of tranquillity*"[24] and high level of remoteness present within this largely unsettled landscape.

9.9.18 For the remaining LCTs and LCAs within the Study Area, a Very Low magnitude of change has been assessed and effects would be Minor, or more commonly, Negligible and **Not Significant** for the reasons outlined for the construction phase. These assessments would not be altered by the infrequent presence of the occasional visible plume which even under its maximum parameters would be a small-scale, temporary element. In the small number of instances where no change was assessed for the construction period, this becomes Very Low for the operational phase where the small-scale distant presence of the EfW CHP Facility and the infrequent presence of the occasional visible plume may be slightly more readily discernible visual elements in comparison to the preceding cranes and elevated construction activity. However, in all LCAs/LCTs this distant visual presence would not be of a scale that would have a characterising influence upon these LCAs/LCTs' defined character, key characteristics, and perceptual qualities such as the relatively strong sense of tranquillity and remoteness which are often present within the more remote, rural fenland landscapes.

Operation Phase Year 15

9.9.19 The assessment of effects set out in detail in **Appendix 9G: Landscape Character Assessment Tables (Volume 6.4)** has concluded that there would be no change to the level of effect at Operation Year 15 in comparison with Operation Year 1. The establishment of the landscape mitigation planting shown on **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3)** in the southern part of the EfW CHP Facility Site would not attain sufficient height to provide any screening of the upper section of the boiler house building or the chimneys of the EfW CHP Facility. Even when mature, the trees would not be visible from within the more distant LCTs/LCAs.

9.9.20 The Grid Connection would continue to have no landscape impacts upon its host Wisbech Settled Fen LCA, other than highly localised impacts close to the Walsoken Substation. The latter would be dependent upon whether any of the possible extensive development associated with the proposed Wisbech Garden Town (see **Chapter 18 Cumulative Effects Assessment (Volume 6.2)**) had been implemented in its vicinity.

Summary of effects on Townscape Character

9.9.21 The assessment of effects upon the eight TCA Receptors defined within the Study Area in **Appendix 9D: Townscape Characterisation (Volume 6.4)** is set out in the detailed assessment tables in **Appendix 9H: Townscape Character Assessment Tables (Volume 6.4).** A summary of this assessment is presented below.

Construction Phase

9.9.22 The detailed assessment has concluded that there would be no significant effects on townscape character, as defined in **Appendix 9H: Townscape Character Assessment Tables (Volume 6.4),** during the construction phase.

9.9.23 The host TCA8: Wisbech Retail, Industrial and Commercial Development of low sensitivity is assessed as experiencing a Low magnitude of change and a Negligible effect that is **Not Significant** as a consequence of the construction activities associated with the EfW CHP Facility, TCC, CHP Connection, Access Improvements and Water Connections with the resultant high levels of activity, plant and a continual series of changes throughout the 36-month construction programme. This would all take place within a TCA which is described in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)** as *"...a busy area with frequent traffic resulting from delivery vehicles and car movements from workers and customers visiting the retail and industrial parks"* and where "*Low levels of tranquillity from high levels of road traffic along B198, A1101 and the Wisbech Retail Park and extensive high levels of lighting*" is recorded as a key characteristic. As a consequence, the high levels of activity and associated visual and aural disturbance generated by the construction works would be incremental to existing levels of noise and movement. Both ground/low level and elevated construction activities would have a visual presence from within a proportion of this TCA but would have limited influence upon a character which is already defined by large scale warehouses and a variety of industrial and commercial land-uses.

9.9.24 The two TCAs with the highest sensitivity to change; TCA1: The Brinks and Old Market and TCA3: Bowthorpe Conservation Area are assessed as being of medium sensitivity in **Appendix 9F: Townscape Sensitivity Assessments (Volume 6.4)**. TCA1: The Brinks and Old Market would experience a low magnitude of change with a Minor effect that is **Not Significant** and TCA3: Bowthorpe Conservation Area would experience No Change with No Effect. With regard to TCA1: The Brinks and Old Market, the TCA's southern boundary is located ~950m to the north of the main building of the EfW CHP Facility. Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main EfW building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building within the EfW CHP Facility** and **9.4i: Composite ZTV of the main building and chimneys within 5km of the centre of the main building at the EfW CHP Facility (Volume 6.3)** indicates limited intervisibility with the elevated cranes and construction activities from within the majority of this TCA which is recorded as being "*well-enclosed with long brick-built garden walls an acknowledged characteristic*" and where "*Most views are restricted to internal views within the TCA due to the density of the built development, and in some parts, the mature vegetation and tree cover*" within the baseline description in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)**. The exception to this limited intervisibility is from

within the southern periphery of the TCA from which longer distance views towards the EfW CHP Facility Site are available along the River Nene as illustrated in the baseline photography for Viewpoint 7 in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery (Volume 6.3).** The cranes and upper construction activities would have a visual presence above a narrow section of the intervening residential rooftops, but would be seen in context with other larger scale warehousing within the intervening TCA8: Wisbech Retail, Industrial and Commercial Development, especially the large buildings in the Nestlé Purina factory site alongside the southern subsection of South Brink, as well as more distant views of the Tesco Store, cold store to the east of the EfW CHP Facility Site and Lamb Weston Plant on Weasenham Lane. The perception of time depth (i.e., an appreciation of townscape from a range of historical periods) could be slightly reduced by the visual presence of cranes in the construction phase, and associated sense of change from within a limited proportion of this TCA. However, the separation distance and intervening area being entirely urbanised means that the magnitude of change would not exceed Low, and effects would be Minor and **Not Significant**.

9.9.25 The No Change and No Effect concluded for the TCA3: Bowthorpe Conservation Area is a consequence of the flat topography and the high incidence of built form and tree cover within and surrounding the TCA which means that even elevated construction activities, at a separation distance of ~2km, would not have a visual presence. A similar rationale exists for TCA2: Wisbech Town Centre Conservation Area and TCA4: Central Pre-Twentieth Century Residential Development, both of low sensitivity, where there is sufficient separation distance and screening by dense built form within the generally flat topography to limit intervisibility with the elevated construction activities across the EfW CHP Facility Site. As a consequence, there would be No Change and No Effect from TCA2: Wisbech Town Centre Conservation Area and TCA4: Central Pre-Twentieth Century Residential Development.

9.9.26 The remaining 3 TCAs, assessed as being of low sensitivity are: TCA5: Twentieth Century Residential and Institution Development, TCA6: Twenty First Century Riverside Residential Development, and TCA7: Outlying Residential Areas. From some localised areas within these TCAs, the limited separation distance means that the upper sections of cranes and construction activity would have an occasional visual presence above the rooftops of intervening residential development or the light industrial warehouses which are prevalent within the intervening townscape of TCA8. However, their presence would not significantly alter the character, key characteristics, or perceptual qualities of these TCAs. A Low to Very Low magnitude of change is assessed that would result in a Negligible effect that is **Not Significant** upon these three TCAs.

Operation Phase Year 1

9.9.27 The assessment has concluded that a similar pattern of townscape effects to the Construction Phase would occur during Operation Phase Year 1 and no significant effects would occur within any of the defined TCAs.

9.9.28 The host TCA8: Wisbech Retail, Industrial and Commercial Development is again assessed as experiencing a Low magnitude of change, which would give rise to a Negligible and **Not Significant** effect when combined with its assessed low sensitivity as concluded in **Appendix 9F: Townscape Sensitivity Assessments**

(Volume 6.4). As indicated in the visualisations from Viewpoints 1 and 2 in **Figure 9.17b: Viewpoint 1: Eastern end of New Bridge Lane** and **Figure 9.18b: Viewpoint 2: Lidl Carpark west of Cromwell Road (Volume 6.3),** respectively, the EfW CHP Facility would become a dominant or prominent built element from within the closest parts of the TCA. However, its presence would not represent an uncharacteristic attribute and instead would intensify the role already played by large scale warehousing (the 33m high cold store) along the southern edge of this TCA. Similarly, increased traffic movements associated with the operational EfW CHP Facility would be incremental within an already busy TCA. With regard to other operational components within TCA8, the CHP Connection routed within the disused March to Wisbech Railway corridor bound predominantly either side by industrial land uses has the consequence that it would have very limited characterising influence upon the closest parts of the TCA.

9.9.29 Low magnitudes of change are also concluded for TCA1: The Brinks and Old Market Conservation Area, TCA5: Twentieth Century Residential and Institution Development and TCA6: Twenty First Century Riverside Residential Development with levels of effect ranging from Minor to Negligible when combined with these TCAs assessed medium to low sensitivities as set out in **Appendix 9F: Townscape Sensitivity Assessments (Volume 6.4)**. A very low magnitude of change and Negligible effect is also concluded for the low sensitivity TCA7: Outlying Residential Areas. In all instances, these effects would be **Not Significant**. Reference to the ZTVs in **Figure 9.2i: EfW CHP ZTV within 5km of the centre of the main EfW building in the EfW CHP Facility, Figure 9.3i: Chimneys ZTV within 5km of the centre of the main building within the EfW CHP Facility, Figure 9.4i: Composite ZTV of the main building and chimneys within 5km of the centre of the main building at the EfW CHP Facility** and **Figure 9.6: Visible Plume ZTV (Volume 6.3)** indicates there would generally be limited visibility of the operational EfW CHP Facility and the CHP Connection from the majority of these four TCAs as a consequence of intervening buildings. The effectiveness of screening of views towards the EfW CHP Facility is shown in the photowire from Viewpoint 10 within TCA1 which is presented in **Figure 9.26: Viewpoint 10: Southern frontage of Peckover House on North Brink (Volume 6.3)**. Localised areas of intervisibility typically occur from the southern peripheries of TCAs 1 and 5 where a more open aspect is available. The visualisation in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery (Volume 6.3)** is located towards the southern periphery of TCA1 and illustrates that although there is no visual relationship with the CHP Connection, the upper sections of the main building, the chimneys of the EfW CHP Facility, as well as the infrequently present visible plume, would have visual presence above the intervening rooftops. The strong perception of time depth within this TCA could be slightly reduced by the visual presence of large-scale, contrasting infrastructure from within a limited proportion of TCA1, whilst there would be no effects associated with intrusion upon a historic roofscape or other perceptual qualities such as tranquillity which is already influenced by relatively high levels of traffic travelling along South Brink and across Town Bridge. The separation distance and intervening area being entirely urbanised means that the magnitude of change would not exceed Low. This assessment takes into consideration the infrequent presence of the occasional visible plume if meteorological conditions were suitable for it to approach its maximum height and length parameters and for it to extend in the required northern or north-western direction. Effects upon TCA6 are associated with

the contrast that the large-scale operational development would have with the smaller scale urban grain of this residential area, although intervisibility would be limited to localised areas, within which the existing units within the Wisbech Retail Park or on the eastern side of the B198 have an occasional visual presence. The very low magnitude concluded within TCA7 is a result of the predicted restricted and infrequent visibility of upper parts of the EfW CHP Facility and chimneys with an occasional visible plume from within a small proportion the TCA 7 that in combination would have a highly limited influence upon the character, key characteristics, and perceptual qualities of the townscape.

9.9.30 The assessment has concluded that there would be no effects from the operational development upon the character of TCA2: Wisbech Town Centre Conservation Area, TCA3: Bowthorpe Conservation Area or TCA4: Central Pre-Twentieth Century Residential Development. This highly limited intervisibility is evidenced in the photowire for Viewpoint 11 within Wisbech Park (within TCA3) which is presented in **Figure 9.27b: Viewpoint 11: Wisbech Park (Volume 6.3)**. This high level of enclosure from tree cover and built form within the flat topography allied with separation distance in excess of 1.5km from the EfW CHP Facility results in there being no visual or perceptual effects pathways between these three TCAs and the Proposed Development, other than potentially the very infrequent presence of the occasional visible plume if meteorological conditions were suitable for it to approach its maximum height and length parameters in the daytime.

Operation Phase Year 15

9.9.31 The assessment of effects set out in detail in **Appendix 9H: Townscape Character Assessment Tables (Volume 6.4)** has concluded that there would be no change to the level of effect at Operation Year 15 in comparison with Operation Year 1. The establishment of the proposed landscape mitigation planting in the southern part of the EfW CHP Facility Site would not attain sufficient height to provide any screening of the upper section of the boiler house building or the chimneys of the EfW CHP Facility even upon reaching maturity after Year 15. Direct effects would be incremental upon the number of landscape elements in the host TCA8, with no indirect effects upon any of the remaining seven TCAs.

Viewpoint analysis

9.9.32 The assessment of effects upon the views of Receptors at or near to the 30 viewpoints within the Study Area is set out in the detailed assessment tables in **Appendix 9I: Viewpoint Assessment (Volume 6.4).** The location of the viewpoints is shown on **Figure 9.14i: Viewpoint locations within 5km of the centre of the main building at the EfW CHP Facility** and **Figure 9.14ii: Viewpoint locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3).**

9.9.33 In accordance with the LVIA Methodology in **Appendix 9B LVIA Methodology (Volume 6.4)**, a summary table of the findings of the viewpoint assessment is provided in **Table 9.14 Summary of Viewpoint Analysis** in order of distance from the base of the chimneys proposed on the southern elevation of the main building at the EfW CHP Facility. This summary table allows an analysis of the results of the viewpoint assessment to be included, helping to define the direction, elevation,

geographical spread, and nature of the potential visual effects and identifying the areas where significant effects are likely to occur.

9.9.34 The magnitude of change and level of effect is reported separately for the Construction and Operational Phases in the viewpoint analysis table, noting that the assessment does not change between Year 1 and Year 15 within the Operational Phase.

Table 9.14 Summary of Viewpoint Analysis

VP Ref	Location	Distance from the base of chimneys in EfW CHP Facility Site (km)	Receptor Sensitivity (Susceptibil-ity/ Value)	Magnitude of Change	Level of significance
1	Eastern end of New Bridge Lane 545596, 307642	0.28	Medium (Medium/ Medium)	Construction and Operation: High	Major **Significant**
2	Lidl Car park west of Cromwell Road 545338, 308472	0.60	Low (Low/Low)	Construction: Low Operation: Medium	Negligible **Not Significant** Minor **Not Significant**
3	North Brink south of Mile Tree Lane 544888, 308115	0.64	High (High/Medium)	Construction: No Change Operation: Very Low	No Effect Minor **Not Significant**
4	Northern end of New Drove 546339, 308135	0.88	Medium (High/Low)	Construction: Very Low Operation: Low	Negligible **Not Significant** Minor **Not Significant**
5	A47 east of roundabout junction with the B198 544734, 307429	0.88	Medium (Medium/Medi um-Low)	Construction: Medium Operation: High	Moderate **Significant** Major **Significant**
6	Halfpenny Lane Byway north of A47 546535, 307664	1.06	High (High/Medium)	Construction: Medium Operation: Medium	Major **Significant** Major **Significant**
7	North Brink at Elgood's Brewery 545567, 309191	1.30	High (High/High-Medium)	Construction: Low Operation: Low	Moderate **Not Significant** Moderate **Significant**
8	PRoW Halfpenny Lane north-west of Elm 546809, 307118	1.52	High (High/Medium)	Construction: Low Operation: Medium	Moderate **Not Significant** Major **Significant**

VP Ref	Location	Distance from the base of chimneys in EfW CHP Facility Site (km)	Receptor Sensitivity (Susceptibil-ity/ Value)	Magnitude of Change	Level of significance
9	NCR 63 Begdale Road between Elm & Begdale 545991, 306445	1.53	Medium (High/Low)	Construction: Low Operation: Medium	Minor **Not Significant** Moderate **Significant**
10	Southern frontage of Peckover House on North Brink 545864, 309644	1.79	High (High/High)	Construction and Operation: No Change	No Effect
11	Wisbech Park 546570, 309845	2.23	High (High/High-Medium)	Construction and Operation: No Change	No Effect
12	PRoW (“The Still”) south of Levington 544485, 310518	2.82	High (High/Medium)	Construction: Low Operation: Low	Moderate **Not Significant** Moderate **Significant**
13	Nene Way by Cold Harbour Corner 542985, 306264	2.99	High (High/Medium)	Construction: Very Low Operation: Low	Minor **Not Significant** Moderate **Not Significant**
14	Burrettgate Road close to Elred Road, Walsoken 548151, 309936	3.35	High (High/ Medium)	Construction and Operation: No Change	No Effect
15	Eastern side of Wisbech St. Mary 542591, 307898	2.91	High (High/ Medium)	Construction and Operation: Low	Moderate **Not Significant**
16	Lady’s Drove, south of Chequers Corner, Emneth 549735, 308355	4.28	Medium (Medium/ Medium)	Construction and Operation: Low	Minor **Not Significant**
17	Lynn Road, Walton Highway 549015, 312629	5.90	Medium (Medium/ Medium)	Construction and Operation: Very Low	Negligible **Not Significant**
18	Minor road on eastern edge of Guyhirn 540511, 304448	6.06	High (High/Medium)	Construction and Operation: Very Low	Minor **Not Significant**
19	The Common and Pius Drove, Upwell/Outwell area	6.45	High (High/Medium)	Construction and Operation: Very Low	Minor **Not Significant**

VP Ref	Location	Distance from the base of chimneys in EfW CHP Facility Site (km)	Receptor Sensitivity (Susceptibil-ity/ Value)	Magnitude of Change	Level of significance
	550211, 303493				
20	West Walton PRoW between Dixon Drive and Mill Road 550221, 303502	6.70	High (High/Medium)	Construction: No Change Operation: Very Low	No Effect Minor **Not Significant**
21	NCR1 at Southern end of West Drove, Walpole Highway 551092, 312210	7.07	High (High/Medium)	Construction and Operation: Very Low	Minor **Not Significant**
22	PRoW in Parson Drove 537540, 308402	7.97	High (High/Medium)	Construction and Operation: Very Low	Minor **Not Significant**
23	Rings End National Nature Reserve 540524, 301153	8.38	High (High/Medium)	Construction: Very Low to None Operation: Very Low	Minor **Not Significant** Minor **Not Significant**
24	Marshland Fen 554842, 308221	9.35	Medium (Medium/ Medium)	Construction: Very Low to None Operation: Very Low	Negligible **Not Significant** Negligible **Not Significant**
25	Hereward Way close to Andrew's and Reed Fen Farm 544313, 298537	9.43	High (High/Medium)	Construction: Very Low to None Operation: Very Low	Minor **Not Significant** Minor **Not Significant**
26	Folgate Lane, Walpole St Peter 549604, 316461	9.50	Medium (Medium/ Medium)	Construction: No Change Operation: Very Low	No Effect Negligible **Not Significant**
27	Nene Way on southern edge of Sutton Bridge on A17 548008, 320741	13.09	High (High/Medium)	Construction: No Change Operation: Very Low	No Effect Minor **Not Significant**
28	Welney Wildlife Trust Visitor Centre 554700, 294660	16.12	High (High/Medium)	Construction and Operation: Very Low to None	Minor **Not Significant**
29	NCR 11 / St. Peter's Road, Watlington 561249, 311487	16.16	High (High/Medium)	Construction and Operation: No Change	No Effect

VP Ref	Location	Distance from the base of chimneys in EfW CHP Facility Site (km)	Receptor Sensitivity (Susceptibil-ity/ Value)	Magnitude of Change	Level of significance
30	Nene Washes NNR Car Park at Eldernell 531783, 299195	16.24	High (High/Medium)	Construction: Very Low to None Operation: Very Low	Minor **Not Significant** Minor **Not Significant**

9.9.35 As stated in **Table 9.6 Technical guidance for Landscape and visual Assessment**, the viewpoint analysis is used to guide the LVIA and provide additional detail on why particular visual effects are significant or not. Review of **Table 9.14: Summary of Viewpoint Analysis** and **Appendix 9I: Viewpoint Assessment (Volume 6.4)**, augmented by a review of the visualisations contained in **Figures 9.17 – 9.46 (Volume 6.3)** and observations made during site visits, confirms that most of the significant visual effects will be confined to viewpoints located within 1.5km of the base of the chimneys at the EfW CHP Facility. There are a limited number of locations at greater separation distances where isolated significant effects will be experienced by some Receptors, although not all visual Receptors in these localities will also sustain significant effects. The example in **Table 9.14: Summary of Viewpoint Analysis** visual Receptors at Viewpoint 12 – **Figure 9.28b – Viewpoint 12: PRoW – 'The Still' south of Leverington (Volume 6.3)** which has a separation distance of 2.8km. The open nature of the landscape allows expansive views across a large open field within which the upper section of the main building and the chimneys at the EfW CHP Facility would be a noticeable element above a section of the south-eastern horizon. However, it should be noted that this type of view is not widely available to residents in the nearby community of Leverington nor the nearby subsection of NCR 1 where combinations of dense settlement morphology and high levels of mature tree cover restrict visibility.

9.9.36 Viewpoints were selected after a prolonged consultation and are at the most open locations that are publicly available for the visual Receptor groups that they represent or illustrate. Apart from Viewpoint 12, no significant visual effects are assessed at any other viewpoints at separation distance in excess of 1.5km.

9.9.37 Review of the visualisations for Viewpoints 13-30 concludes that the primary reason why the presence of the operational EfW CHP Facility would be **Not Significant** is due to the combination of flat landform and the presence of nearby, or more commonly intervening, vegetation cover. The flat landform has the consequence that there are no viewpoints available where visual Receptors could look down upon the EfW CHP Facility and at all viewpoints people would only see one or two of the elevations of the main building at the EfW CHP Facility which, along with the chimneys and occasional visible plume, would be perceived together as a relatively simple new built element in views at this range. The more visually complex lower-level buildings, components, ancillary elements, and plant movement would be screened at all the viewpoints with the partial exception of Viewpoint 1. Similarly, the low ground level elevation of the EfW CHP Facility has the consequence that there are no viewpoints at lower elevations where the base of the main building and

chimneys would be located at a higher ground elevation to the viewer. This situation could potentially allow an increase in their propensity to be visually overbearing, or at more distant viewpoints, to attain additional prominence on the horizon.

9.9.38 The aforementioned topographical characteristics serve to increase the effectiveness of the generally limited vegetative screening that is available across a high proportion of the Study Area. The baseline descriptions at many viewpoints as contained in **Appendix 9I: Viewpoint Assessment (Volume 6.4)** (and for a proportion of the visual Receptors assessed in **Appendix 9J: Visual Assessment Tables (Volume 6.4)**) emphasise that, although tree and tall vegetation cover is often limited, in open, long distance and flat views it nevertheless readily coalesces to provide a horizon that is formed by vegetation as opposed to landform or built development. Hence relatively tall visual elements such as the cold store (33m high) and the two turbines at Harp's Hall (45.5m high) can be screened, especially in middle- and long-distance views, by a combination of narrow shelterbelts, occasional plantations, orchards, periodic hedgerow trees and tall vegetation in the curtilages of dwellings.

9.9.39 At the viewpoints that are located closer than 3km where visual effects are judged to be **Not Significant**, this assessment is usually heavily influenced by the presence of nearby built development that foreshortens all views in the relevant direction. This takes the form of individual built developments such as the Tesco Superstore, west of Cromwell Road at Viewpoint 3; a coalescence of built development such as the development on South Brink and to its immediate south at Viewpoint 10; and a combination of built development and tree cover within and to the south of Wisbech Park at Viewpoint 11.

9.9.40 Initial review of **Figure 9.6: Visible Plume ZTV (Volume 6.3)** indicates that, at its maximum parameters, it would be visible across most of the Study Area outside of the larger settlements. Consequently, it would be expected that the occasional visible plume would be discernible from most viewpoints with the only exceptions being where there is effective nearby screening in the direction of view towards the operational EfW CHP Facility Site (which is rare given that the viewpoints are specifically chosen at the most open publicly accessible locations). However, there are several caveats to the potential contribution of the visible plume: principally that its presence requires the combination of a variety of favourable meteorological conditions some of which are more likely at night, and that the ZTV is based upon a worst-case scenario for the height and length parameters provided in **Chapter 8: Air Quality (Volume 6.2)**, that would arise only in exceptional circumstances i.e., less than one event each year. The average length of the visible plume would be 67m as opposed to the maximum length of 582m used for **Figure 9.6: Visible Plume ZTV (Volume 6.3).** The corollary for the viewpoint assessment and visual Receptors in general would be that even on the infrequent occasions when the visible plume would be present in views, its parameters would almost always be such that it would be a relatively small-scale, temporary visual element.

Summary of visual effects on Residential and Community Visual Receptors

9.9.41 The preliminary assessment of effects upon the views of the 46 groups of residential and community visual Receptors identified within the Study Area is set out in the

detailed assessment tables in **Appendix 9J: Visual Assessment Tables. (Volume 6.4)** A summary of this assessment is presented below.

Construction Phase

9.9.42 The visual assessment that is set out in **Appendix 9J: Visual Assessment Tables (Volume 6.4)** concludes that the 36 months' long construction phase would result in significant adverse visual effects only being sustained by three of the 46 residential and community Receptors that have been included in the assessment. These are the residential visual Receptors inhabiting the two closest residential properties: 9 and 10 New Bridge Lane and 25 Cromwell Road.

9.9.43 9 New Bridge Lane benefits from high levels of screening by boundary fencing and dense, tall conifer hedgerows so that views of the construction activities will be largely confined to those available from the limited number of first floor east and north-facing windows. The property's location within 15m of the south-western boundary of the EfW CHP Facility Site and 160m from the chimneys and the main building would have the consequence that the crane activities, that could be 75m high, with a 95m high extension associated with the final stage of the chimneys' erection, could potentially be visible from some ground level locations. There would also be views of the larger vehicles using New Bridge Lane as they enter and leave the new site entrance that would be located further east along New Bridge Lane and views of vehicles closer to the dwelling including the upper parts of vehicles above the realigned boundary fence to the southern edge of the property curtilage. There could also be partial views of some of the access improvement works required for New Bridge Lane. The High sensitivity Receptors would experience a High magnitude of change resulting in a Major effect that is **Significant**.

9.9.44 The Bungalow at 10 New Bridge Lane is located 30m south of the boundary of the EfW CHP Facility Site and approximately 190m south of the chimneys and the main building. There would be clear views of the Proposed Development under construction due to the absence of effective planting and screening elements in their front (northern) garden and the requirement for the removal of the western part of the mature block of poplars and understorey shrubs on the southern boundary of the EfW CHP Facility Site at the start of the construction phase. Their loss would provide residents with close distance, open views of a good proportion of the lower, middle and upper-level components on the main and ancillary buildings within the EfW CHP Facility Site, including the activities of multiple cranes, visible above the acoustic fence and site hoarding. Residents would be aware of the TCC and vehicular movement along New Bridge Lane associated with entry and departure at the new site entrance which would be directly opposite, however the proposed 3m high acoustic fence along the southern edge of New Bridge Lane would prevent views of most vehicle activity. The High sensitivity Receptors would experience a High magnitude of change resulting in a Major effect that is **Significant**.

9.9.45 25 Cromwell Road is located just over 500m to the south-west of the boundary of the EfW CHP Facility Site towards the southern end of Cromwell Road (B198). It is assessed the middle and upper sections of the main building at the EfW CHP Facility and the chimneys under construction would be prominent elements in any northern and eastern views available to the residents. Intervening built development of the Coveris building on the east side of Cromwell Road would screen the lower

components and all ground level plant movements at the operational EfW CHP Facility. Nevertheless, as there are no screening elements close to the property's north-eastern and south-eastern boundaries, where residents have views, the height and scale of the EfW CHP Facility would result in an overall Medium magnitude of change from this High sensitivity Receptor which would result in a Major adverse effect that would be **Significant**.

9.9.46 None of the other community visual Receptors, including the small number living at properties located within 500m of the main building at the EfW CHP Facility Site, would sustain more than a Low magnitude of change during the construction phase. This is primarily due to these visual Receptors all benefitting from different types of screening that would be sufficiently effective to ensure that these residential visual Receptors would have minimal or no views of ground level and lower-level construction activities including plant movement and the TCC.

9.9.47 The closer individual residential properties including Rose Bungalow, the chalet on New Drove, the former Potty Plants Nursery, Iolanda bungalow all possess a combination of effective boundary tree, hedge and/or fencing allied with at least some intervening industrial or warehousing type of built development that is relatively extensive and/or tall. These baseline elements would combine to screen a high proportion, or all, the ground and lower-level construction activities which will account for most of the construction activities. Residents would likely have views of the crane activities up to 75m high with the chimney erection crane (up to 95m high) only present for a short period at the end of the construction phase. Residents at the aforementioned individual properties would sustain no more than a Low magnitude of change and consequent Minor or Moderate level of effect during the construction phase that would be **Not Significant**.

9.9.48 Residents at 10 New Bridge Lane and Potty Plants would also have some views of the excavation and backfilling works required for the installation of the Grid Connection and the potable Water Connection. However, views would be restricted from 10 New Bridge Lane by the acoustic fence along the northern boundary of the property curtilage these construction activities would be relatively small-scale and the activities at the relevant subsections would only last for a maximum of a few weeks.

9.9.49 The closer groups of properties including dwellings at the southern end of New Drove, dwellings at the southern end of Cox Close and Ellerby Drive and residents in caravans in Oakdale Place Park and New Bridge Lane Travellers Site would have restricted views by virtue of existing boundary trees, hedges and/or fencing, reinforced by intervening tree cover and/or buildings. Partial glimpses of cranes and upper-level construction activities would represent a Very Low magnitude of change upon these High sensitivity Receptors with a Minor effect that is **Not Significant**.

9.9.50 A limited proportion of residents in the settlements of Begdale and Elm to the southeast and Leverington to the north-west, would experience some views of the crane activities and mid to upper-level activities associated with the EfW CHP Facility buildings and chimneys under construction. The assessment of these High sensitivity Receptors concludes a localised Medium magnitude of change and a Major and **Significant** effect would be experienced by a small number of residents at the northern edge of Begdale, noting that the majority of dwellings within the community would not experience views of the Proposed Development. The

assessment concludes that a Low magnitude of visual change and a Moderate effect that is would be experienced by at least a proportion of residents in the communities of Elm and Leverington due to their views of the middle and upper-level construction activities and the associated upper crane activities.

9.9.51 The majority of communities outside the urban area of Wisbech would experience a Very Low magnitude of change during the construction phase and comprise Friday Bridge, Emneth, Chequers Corner/Marshland St. James, The Smeeth/St. John Fen End, Terrington St. John/Tilney St. Lawrence, Walpole Highway, Walton Highway, West Walton, Walpole St Peter/Walpole St Andrew, Gorefield, Wisbech St. Mary/Leverington Common, Guyhirn, Upwell/Outwell, Tydd St. Mary/St. Giles, Parson Drove/Murrow, and March. The flat topography that characterises the Study Area lends increased visual effectiveness to the generally low level of tree cover allowing the combination of shelterbelts, field corner copses, and small plantations and the frequent presence of mature coniferous and deciduous tree cover in gardens to coalesce to form effective screening, especially in views where separation distances are in excess of 2-3km. In addition, garden vegetation and residential built development frequently minimises the availability of residents to obtain outward views towards the Proposed Development. Where views of the Proposed Development are available, they would generally be restricted to either residents in properties on the edges of the communities, or residents in properties with first floor windows that face directly or obliquely in the direction of the EfW CHP Facility Site. In this context, it is useful to note that in many communities a good proportion of the more recent residential built development consists of bungalows. The Very Low magnitude of change, combined with the High sensitivity of the Receptors would result in a Minor effect that is **Not Significant**.

9.9.52 The remaining communities outside the urban area of Wisbech are located near the periphery of the 17km radius Study Area and comprise Wiggenhall St. Mary Magdalen/St Germans/Watlington, Terrington St. Clement, Sutton Bridge, East of Thorney, and Downham Market. Views of the construction activities are unlikely to be available even in favourable meteorological conditions and consequently No Change with No Effect is assessed for these communities.

9.9.53 An important contributory factor in the relatively limited visibility of the Proposed Development predicted from communities and residents in properties is the location of the EfW CHP Facility Site on the southern edge of Wisbech. The important screening role that would be provided by the cold store close to the east has been noted. Whilst the cold store is the largest and tallest existing building in the locality, and consequently has the most influential role of any individual built development, similar roles are cumulatively played by several of the largest and/or tallest buildings located in the area south of Weasenham Lane and alongside and east of Cromwell Road (B198), typically within the Wisbech Industrial Estate or the Wisbech or Belgrave Retail Park. Cumulatively these buildings with their relatively dense layout will screen most community Receptors' views, except partial or framed views of the uppermost construction activities. This is demonstrated by review of baseline views and the visualisations from viewpoints such as Viewpoints 2, 3, 4 and 7 i.e., which are applicable to communities to the east, north and west. Even in more open views from communities to the south, particularly Begdale, and to some extent the northern part Elm, the established large-scale built development on the southern

edge of Wisbech would provide visual context to the Proposed Development, if not screening.

9.9.54 The role of extensive built development in providing screening would become even more influential for the group of 10 communities that have been defined across the urban area of Wisbech including the pupils and staff at Thomas Clarkson Academy of medium sensitivity and residents that represent high sensitivity Receptors within the following parts of Wisbech:

- 21st century properties off Malt Drive and Abraham Drive;
- Properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road;
- King's Walk Park area to the west of Churchill Road/A1101;
- South of Weasenham Lane and west of Churchill Road/A1101 (including Heron Road open space);
- North Brink and Recreational area to northern edge of town;
- East of River Nene: Town centre to northern edge of town;
- Walsoken and New Walsoken;
- South-eastern Wisbech; and
- West of River Nene along Barton Road /B1542.

9.9.55 For most of these numerically large group of residential Receptors the screening that would be provided by the industrial, commercial, and retail built development in the Wisbech Industrial Estate would be augmented by the cumulative presence of a large amount of other built development that is located in their immediate environs. Once again, this built development combines with flat topography to typically prevent people experiencing views that extend more than a couple of streets and would also serve to largely screen their views of the uppermost construction and crane activities. Hence for residents across nearly all Wisbech, as listed in the preceding paragraph, the magnitude of change would be Very Low with a Minor level of effect that is **Not Significant**. This is indicated by the minimal ZTV coverage that is shown in **Figures 9.2i: EfW CHP ZTV within 5km of for the centre of the main EfW building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km** and **9.4i: Composite ZTV (Volume 6.3)**. The principal exception to this pattern of visibility is a limited number of residents located south of Weasenham Lane and west of Churchill Road/Elm High Road (A1101) including those in properties fronting onto Heron Road open space. Some residents in these dwellings would experience views of upper-level construction activities as well as the periodic crane activities, resulting in a Very Low to Low magnitude of change and a Moderate effect that would be **Not Significant**. The pupils and staff at the Thomas Clarkson Academy would also experience a Very Low to Low magnitude of change comprising intermittent views of the upper parts of the cranes and construction activities above the Wisbech Industrial Estate resulting in a Minor/Negligible Effect that is **Not Significant**.

9.9.56 Only a very small proportion of one of the groups of the Wisbech community Receptors would have any potential to sustain visual effects from the construction of the CHP Connection. This group comprises residents in the properties on Oldfield

Lane/Hillburn Road/Kingsley Avenue/Victory Road. A combination of good screening from the retained scrub vegetation resource alongside the boundary of the CHP route, the limited construction requirements for CHP Connection, plus the wider factor of the high density of the urban built development has been assessed as generating a Very Low magnitude of change for this group of community visual Receptors, with a Minor Effect that would be **Not Significant**.

9.9.57 The last consideration is the impacts that would be generated by the construction of the Grid Connection to Walsoken Substation over a predicted seven-month long period within the construction phase. This is shown in **Figure 9.5: Underground grid connection (UGC) route ZTV (Volume 6.3)**. The impact of the construction activities required for the excavation and backfilling of the cable trenches in combination with the Water Connection has been assessed for 10 New Bridge Lane and Potty Plants above. In addition, the excavation of cable trenches and in oblique views the construction of the Walsoken Substation, requiring very localised tree removal, would be partly visible to residents of 34, 36, 48, 50, 52, 56, 58, 60 & 62 Broadend Road, Walsoken. The construction of the new substation infrastructure near the frontage of Broadend Road would be partially screened by retained trees and seen in the context of the existing substation infrastructure and lattice pylons. Consequently, residents on Broadend Road would experience a Very Low magnitude of change and a Minor effect that would be **Not Significant**. The visual impacts from the construction of the Grid Connection and of the Water Connection, would be fleeting and highly localised. The visual assessment concludes that there is no potential for any significant intra-project visual effects during the construction phase.

Operation Phase Year 1

9.9.58 The assessment set out in detail in **Appendix 9J: Visual Assessment Tables (Volume 6.4)** concludes that there would be few changes in comparison with the preceding construction phase. There would continue to be significant adverse effects at three individual residential properties and one community Receptor. At the two closer properties at 9 and 10 New Bridge Lane, the factors regarding proximity, use of New Bridge Lane and the visibility of the most elevated components of the EfW CHP Facility would still be applicable.

9.9.59 The single community where the assessment concludes that there would be potential for significant adverse effects to be experienced would be Begdale. The main building at the EfW CHP Facility at 52m above FFL would be taller than the adjacent cold store at 33m AGL and it would possess a similar footprint and mass to the cold store. However, the two 90m high chimneys would be the tallest elements in these Receptors' northern views and would act as a focal point. The chimneys' visual role would be exacerbated when the occasional visible plume was present and possessed a suitable height, length, and direction; a situation that would require an infrequently occurring combination of meteorological conditions to arise in daylight hours. The magnitude of change would continue to be Medium in the most open views available to residents in northern part of Begdale, with a resultant Major level of effect that would be **Significant**. It is important to note that a proportion of residential Receptors in properties that possess some nearby screening from built development or vegetation in Begdale, such as the caravans/chalets east of the fishing lake would not sustain significant effects.

9.9.60 A limited number of residential visual Receptors in individual properties and groups of properties would sustain a Low magnitude of change that has been assessed as resulting in effects that would be Moderate and **Not Significant**. These are individual residential properties at Rose Bungalow on New Bridge Lane (but not the completed enclosed and screened caravans to its immediate south); the bungalow at the eastern end of New Bridge Lane (Potty Plant Nurseries); The Chalet, New Drove; 'Iolanda' bungalow on Cromwell Road (B198); and the five properties on the closest section of South Brink. Residents at these properties all benefit from frequent boundary and/or intervening screening from extensive built development. The same adjacent and intervening built development, sometimes augmented by dense adjacent planting, would result in a Very Low magnitude of change for the residents at the other properties within 500m of the main building at the EfW CHP Facility, resulting in Minor effects that are **Not Significant**. These would be the southern group of properties on New Drove and residents in caravans in Oakdale Place Park and New Bridge Lane Travellers Site, both to the south of the A47.

9.9.61 The communities where it is assessed that at least a proportion of their residents would sustain a Low magnitude of change, but a Moderate level of effect that would be **Not Significant** are Elm – north of Begdale Road and Leverington. For residents in Elm – north of Begdale Road the key considerations would be the high degree of screening that would be provided by the cold store given its relative alignment between northern Elm and the EfW CHP Facility. This would be most effective for visual Receptors in the southern part of this community. The photomontage visualisation from Viewpoint 8 in **Figure 9.24: Viewpoint 8: Halfpenny Lane Byway (Volume 6.3)** shows how in open views from the northern part of this community, people would see the upper section of the main building, turbine hall, air cooled condenser, and the chimneys alongside the cold store. All these elements would be visually interpreted as belonging to a single development. Hence the EfW CHP Facility would be an incremental change as opposed to an unprecedented change. The chimneys and the occasional visible plume would potentially act as a focal point, but the closer and taller lattice pylons already perform a similar visual role in the view. A night-time baseline photograph from Viewpoint 8 is provided in **Figure 9.16iv: Viewpoint Photograph 8: PRoW Halfpenny Lane north-west of Elm (Volume 6.3)**. This shows that the part of the community's residents' view that would be occupied by the EfW CHP Facility is already the most illuminated part of this night-time view. Most pertinently, only a small proportion of residents in Elm possess the required relatively open, north-western views; most residents views are mostly or completely screened by nearby built development and the high levels of tree and vegetation cover typically present in Elm – north of Begdale Road.

9.9.62 Visual Receptors in the more distant community of Leverington similarly benefit from high levels of appropriately sited, mature tree cover in the settlement, as well as a high density of built development. Only a very small proportion of residents in this community would have the open views towards the upper sections of the operational EfW CHP Facility, similar to those illustrated in **Figure 9.28: Viewpoint 12: PRoW - 'The Still' - south of Leverington (Volume 6.3)**. The same screening elements would also be effective for the occasional visible plume during the infrequent temporary periods when it could be present during daytime.

9.9.63 Two other communities where a proportion of visual Receptors would potentially sustain up to a Low magnitude of change (ranging between Low and Very Low)

comprise two of the 10 communities defined in Wisbech: south of Weasenhan Lane & west of Churchill Road/A1101 (including Heron Road open space) and the Thomas Clarkson Academy. Within the residential area south of Weasenhan Lane & west of Churchill Road/A1101, the Low magnitude would apply to some residents in properties on, or close to, the western fringe where more open views towards the eastern elevation of the EfW CHP Facility could be available and the level of effect would be Moderate and **Not Significant**. Students and staff at the Thomas Clarkson Academy have a Medium sensitivity and would experience a Very Low to Low magnitude resulting from views of the upper parts of the EfW CHP Facility main building and the chimneys above the built-up area of Wisbech, with a resulting Minor/Negligible effect that is **Not Significant**. All other visual Receptors in the other eight communities defined across the urban area of Wisbech would sustain a Very Low magnitude of change and a Minor effect that is **Not Significant** in localised areas, or more extensively within the community groups, No Change and No Effect as evidenced by the minimal ZTV coverage across the urban area.

9.9.64 The assessment concludes that apart from the closer communities of Begdale, Elm – north of Begdale Road and Leverington described above, the remaining 20 communities outside of Wisbech would only sustain a Very Low magnitude of change and three more distant communities would experience no change. In most communities some Receptors would have views of the upper section of the chimneys with a slightly lesser number of Receptors also seeing the upper section of the main building above a narrow section of the horizon. Despite their height and scale these components would be frequently screened by multiple layers of intervening tree cover, where views towards the Proposed Development are available. In many communities and isolated properties, additional screening is provided by mature tree planting in gardens and curtilages which is a local characteristic, likely related to providing shelter from winds.

9.9.65 The baseline viewpoint photographs (**Figures 9.15i – 9.15xxx (Volume 6.3)**) and three site visits demonstrated that the 33m high cold store is increasing screened at separation distances beyond 2-3km, becoming rarely visible in the majority of views towards the Site at 4-5km. Although the EfW CHP Facility's main building and chimneys would be taller, the same intervening vegetation would have a commensurate impact on the availability of middle- and long-distance views from communities outside Wisbech (and other visual Receptor groups), albeit over slightly increased separation distances. The presence of the occasional visible plume could periodically serve to add visual emphasis to the chimneys. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** indicates that, at its maximum parameters, the plume would be visible to Receptors within parts of all these communities. However, there are several caveats to the potential contribution of the visible plume. Its presence requires the combination of a variety of favourable meteorological conditions some of which are more likely at night, and the ZTV is based upon a worst-case scenario for the height and length parameters which reviews of the information provided in **Chapter 8: Air Quality (Volume 6.2)**, show will arise only in exceptional circumstances i.e., less than one event each year. The average length of the visible plume would be 67m as opposed to the maximum length of 582m used for **Figure 9.6: Visible Plume ZTV (Volume 6.3).** Hence for Receptors in the communities outside Wisbech on the infrequent occasions when the visible

plume would be present in views, its parameters would almost always be such that it would be a small-scale, temporary visual element in views.

9.9.66 It is pertinent to note that for most of the operation phase when the plume would not be visible which would be at ~92.3% of the time, the presence of the slender chimneys, would often be seen in views with other vertical infrastructure including wind turbines, the more widespread lattice pylons and ubiquitous wooden poles supporting telephone lines and electricity distribution overhead lines.

9.9.67 The use of the underground cable for the Grid Connection would ensure that during the operational phase the only visible components apart from the Walsoken Substation, would be the periodic marker posts alongside the A47. Hence, the Grid Connection would make no contribution to visual impacts upon community or other visual Receptor groups.

Operation Phase Year 15

9.9.68 There would be no variation in the assessments for any of the residential or community visual Receptor groups between Year 1 and Year 15. When the landscape mitigation is established as illustrated in **Figure 3.14 – Outline Landscape and Ecology Strategy (Volume 6.3)**, the trees and wet woodland would only partly screen ground and lower-level components and activities in the views of a small number of community visual Receptors located to the south of the EfW CHP Facility Site. The assessment also shows that the principal contribution to the impacts that these visual Receptors would sustain would be from the presence of the upper parts of the main building and the chimneys as opposed to the lower components and ground level activities.

9.9.69 A secondary, incremental factor which could influence the impacts sustained by the same group of visual Receptors concerns the South Wisbech Broad Location for Growth included in the Adopted Fenland Local Plan 2014 as shown on **Figure 18.1 (Volume 6.3)** and discussed further in **Chapter 18 Cumulative Effects Assessment (Volume 6.2)**. Were some, or all the development on the open areas between the southern and south-eastern edge of Wisbech and the A47, to be implemented in the first 15 years of the EfW CHP Facility's operation, this would be highly likely to influence the composition and/or availability of views to these community visual Receptors. Such a change would potentially reduce the visual impact of the operational EfW CHP Facility. Were similar Broad Locations for Growth sited on other fringes of Wisbech to proceed, their presence would have potential impacts on the composition and availability of views of the operational EfW CHP Facility for other nearby community Receptors groups.

Summary of Residential Visual Amenity Assessment

9.9.70 A RVAA for the eight individual or small groups of properties identified within 500m of the boundary of the main building at the EfW CHP Facility is contained **Appendix 9K: Residential Visual Amenity Assessment (Volume 6.4).** The RVAA has reviewed the detailed baseline conditions that apply to this small group of properties in compliance with ongoing best practice and the recent Landscape Institute Technical Information Note[165]. This assessment, as a starting point, considers the visual assessment from the identified closest properties summarised above and

further detailed in **Appendix 9J Visual Assessment Tables (Volume 6.4)**. The RVAA provides additional assessment of whether the EfW CHP Facility, in particular the chimneys and taller buildings, would breach the Residential Visual Amenity Threshold (RVAT) by turning otherwise satisfactory dwellings into unsatisfactory places to live.

9.9.71 The RVAA concludes that at the four individual properties (Rose Bungalow; 'Iolanda' bungalow on Cromwell Road; the 'Chalet' on New Drove; and the bungalow at the former Potty Plants Nursery) and two small groups of residential properties (three properties at southern end of New Drove and ~20 properties centred upon Cox Close and Ellerby Drive) where the visual assessment concludes residents would sustain effects that would be **Not Significant**, there would likewise be no potential for the RVAT to be breached by the operation of the EfW CHP Facility including the CHP and the increased traffic levels on New Bridge Lane.

9.9.72 The RVAA reaches the same conclusion for the two closest properties on New Bridge Lane: the two storey, well-enclosed 9; and the more open sited bungalow at 10 New Bridge Lane. These were two of the properties at which the visual assessment concludes that residents would sustain **Significant** visual effects throughout the operation period.

9.9.73 The RVAA concludes that the RVAT would not be breached at 9 New Bridge Lane because the property would not have a sense of being surrounded by the EfW CHP Facility. Its presence would not be discernible in southern or western views and the property is already well-enclosed by its boundaries as well as being partly surrounded by a range of light industrial and storage facilities. The operational components of the EfW CHP Facility including the Air Pollution Control (APC) building and APC storage area (max height 37m above FFL), the waste bunker building (max height 38.5m above FFL)and boiler house building (max height 52m above FFL) would not be overbearing given the separation distances from the property would be over 170m and all components of the main building would occupy no more than 35° of the view and a sense of separation would be retained due to the property's tall boundary hedgerows. The two chimneys at up to 90m in height would be highly prominent, however, they would be slender components being 3.2m in diameter with minimal mass and consequently are considered not to be overbearing when viewed in combination with the main building of the EfW CHP Facility and in consideration of the infrequent periodic plume. The regular movement of HGV traffic along New Bridge Lane would be experienced in south facing, and to a lesser extent east and west facing elevations of 9 New Bridge Lane, partly screened by the new 3m tall closeboard fence.

9.9.74 The RVAA concludes that the RVAT would not be breached at the bungalow at 10 New Bridge Lane, although the combined scale, height, and mass of the operational components of the main and ancillary buildings at the EfW CHP Facility occupying ~120° angle of view would be highly prominent in northern views available from within the property and its curtilage. The partial removal of intervening tree cover at the commencement of the construction period combined with the vehicular movement on New Bridge Lane and within the EfW CHP Facility Site would increase the visual role of the EfW CHP Facility in northern views with lower-level activity and built elements partially screened by the 3m high acoustic fence to the northern boundary of the property curtilage. However, the eastern and principal southern

views from the property would be unaffected thereby preventing any sense that the property would be surrounded by the EfW CHP Facility. With a minimum separation distance of ~190m to the southern elevation of the main building and a maximum height of 52m above FFL, other than the slender 90m above FFL high chimneys, it is concluded that the EfW CHP Facility's presence and operation would not be legitimately considered to be overbearing, notwithstanding the assessment that there would be significant effects upon visual amenity experienced by residents of 9 and 10 New Bridge Lane throughout the operational period.

9.9.75 There would be no changes to the contributory factors affecting the residential visual amenity at 9 New Bridge Lane between Year 1 and Year 15 so the conclusion for Year 1 would be unchanged. There would be some changes affecting the situation at 10 New Bridge Lane relating to the landscape planting that is proposed within the southern part of the EfW CHP Facility Site. The extent of the tree, hedgerow and wet woodland planting is shown in **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3)** and includes a hedgerow and tree belt across the central area of the southern part of the EfW CHP Facility Site and a block of wet woodland in front of the laydown maintenance area. The establishment of this tree planting by Year 15 would be likely to provide additional screening of lower-level activities and components as well as providing a sense of visual separation. These changes would in turn have the potential to slightly reduce the prominence of the EfW CHP Facility in the northern views from the property and its curtilage, however it is predicted that a significant effect upon resident's visual amenity would remain.

Summary of visual effects on Recreational Visual Receptors

9.9.76 The assessment of effects upon the views that would be experienced by the 25 groups of recreational visual Receptors identified within the Study Area is set out in the detailed assessment tables in **Appendix 9J: Visual Assessment Tables (Volume 6.4)**. A summary of this assessment is presented below.

9.9.77 Receptors on seven nationally promoted routes (NCR 1, NCR 11, NCR 63, Nene Way, Ouse Valley Way, Hereward Way and Fen Rivers Way) within the Study Area are shown on **Figure 9.12i: Recreational visual Receptor groups located within 5km of the centre of the main building at the EfW CHP Facility** and **Figure 9.12ii: Recreational visual Receptor groups located over 5km from the centre of the main building at the EfW CHP Facility**. These figures also illustrate the locations of six recreational destinations comprising Peckover House and Gardens, Elgood's Brewery and Garden, Rings End Local Nature Reserve, Nene Washes National Nature Reserve, WWT Welney Wetland Centre and the Shrubberies Local Nature Reserve. Finally, 12 No. local PRoW routes and networks are identified on **Figure 9.13 Individual PRoWs and PRoW networks included in the visual assessment**.

Construction Phase

9.9.78 The assessment concludes that four recreational Receptors would sustain significant visual effects due to their views of the construction activities for the Proposed Development. These are recreational Receptors using part of the Nene Way to the south of Wisbech, users of Sustrans NCR 63 along Begdale Road between Begdale and Elm, users of part of a local PRoW, the Halfpenny Lane

Byway, routed within 850m to the east of the EfW CHP Facility Site (the TCC), Receptorand users of the PRoW network west of Elm: Crooked Bank/Narrow Drove/Broad Drove.

9.9.79 The distribution of the recreational Receptors ensures that no groups would be undertaking activities close enough to the EfW CHP Facility Site to provide them with views of the ground and lower-level construction activities (including the Access Improvements, CHP Connection, TCC and Water Connections). The closest recreational Receptors would be walkers on part of the Nene Way south of Wisbech routed along North Brink. Reference to the visualisation from Viewpoint 3 in **Figure 9.19: Viewpoint 3: North Brink south of Mile Tree Lane** shows how along this section of the Nene Way, even the uppermost construction and crane activities would be predominantly screened by the intervening presence of large built developments such as the Tesco superstore. However, this high degree of screening is not consistently present, further from the Proposed Development, as evidenced by review of the visualisation from Viewpoint 7 in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery** and, to a lesser extent, Viewpoint 13 in **Figure 9.29: Viewpoint 13: Nene Way by Cold Harbour Corner**. Hence it is assessed that along a proportion of this section of the Nene Way south of Wisbech, recreational Receptors would sustain a Low magnitude of change in their views. The resultant Moderate level of effect would be **Significant** because Receptors travelling along the Nene Way would be likely to consider the presence of undisturbed views to be an important factor in undertaking and gaining enjoyment from this activity.

9.9.80 A short section of NCR 63 is routed along Begdale Road to the south of the EfW CHP Facility Site. Cyclists from this route section would experience oblique views including at Viewpoint 9 and shown in **Figure 9.25: Viewpoint 9: NCR 63 Begdale Road Between Elm & Begdale.** The sensitivity of Receptors along NCR 63 would vary between High to Medium, noting the value and subsequent sensitivity of views on the route section between Elm and Begdale is reduced by the proximity of the solar farm and lattice pylons resulting in a Medium sensitivity. When combined with a Medium magnitude of change there would be a Moderate effect that is assessed as **Significant** for an approximate 1km length of the route.

9.9.81 Views from the closest section of the Halfpenny Lane Byway are represented by the the photomontage in **Figure 9.22: Viewpoint 6: Halfpenny Lane Byway north of A47.** Field review indicates that along the route north of A47 without the benefit of the screening from the belts of tree cover alongside the A47, recreational Receptors would see a good proportion of the middle and upper-level construction activities. When walking along the southern subsection the visualisation in **Figure 9.24: Viewpoint 8: Halfpenny Lane Byway** from Viewpoint 8 indicates that there would be increased screening of lower-level construction activities, as well as that a limited proportion of the middle and upper-level activities would be screened by the nearby cold store. It is assessed that the proximity and relative openness and consistency of views would result in a Medium magnitude of change north of the A47 and a Major effect which would be **Significant** for these high sensitivity Receptors.

9.9.82 Recreational visual Receptors using the PRoW west of Begdale: Crooked Bank/Narrow Drove/Broad Drove have a high sensitivity and the middle and upper-level construction and crane activities would be clearly visible above a narrow

section of the horizon in Receptors' north-western views. They would be seen alongside the cold store and residual vehicular movement along A47 and would experience a Medium magnitude of change with a Major effect that is **Significant**.

9.9.83 Users of the PRoW south of Leverington called 'The Still' are of High sensitivity and would experience a Low magnitude of change resulting in Moderate levels of effect that would be **Not Significant**. These recreational Receptors' views would not include the more numerous and temporally extensive ground and lower-level activities. The recreational Receptors travelling south along the Still would only have views of the middle and upper-level construction and crane activities as can be inferred from the photomontage in **Figure 9.28: Viewpoint 12: PRoW - 'The Still' - south of Leverington**. Middle and upper-level construction and crane activities would be present above a narrow section of the horizon over a minimum separation of 1.8km.

9.9.84 Recreational visual Receptors visiting tourist and visitor attractions in Wisbech comprising Peckover House and Elgood's Brewery Gardens are of high sensitivity but would typically have no views of any construction activities. This would be due to the typical absence of the required outward views resulting from surrounding dense built development as illustrated at Viewpoints 10 and 11 whose visualisations are contained in **Figures 9.26: Viewpoint 10: Southern frontage of Peckover House on North Brink & 9.27: Viewpoint 11: Wisbech Park** where there would be No Change and No Effect. Where highly limited views of construction activities could be available close to visitor attractions as illustrated in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery** it should be noted that visitors to the Brewery Garden benefit from a much greater level of screening by the Brewery's buildings and the large number of mature trees within the Garden. Any views of the crane activities from the more open parts of the Garden would be heavily filtered resulting in a Very Low magnitude of change and Minor effect that is **Not Significant**.

9.9.85 For all the other more distant visual recreational Receptor groups, including regionally and nationally promoted routes, tourist and visitor attractions and Public Rights of Way, the greatest magnitude of change experienced during the construction phase from these high sensitivity Receptors would be Very Low with a Minor effect that is **Not Significant**. Any views of construction activities would be restricted to views of the uppermost construction and crane activities, sometimes confined to those activities associated with the chimneys, including the presence of a 95m high crane for a short period near the end of the construction phase. Review of the baseline photograph and visualisations from viewpoints at separation distances greater than approximately 5km frequently shows that even the relatively low levels of tree cover that are present in the Study Area outside of settlements would be sufficient to provide screening or filtering of these activities in winter. At separation distances of more than 10-12km it is likely that even when open views are available in the required narrow angle of view towards the EfW CHP Facility Site, the uppermost construction and crane activities would be difficult to discern.

9.9.86 The assessment has also considered any potential contributions that would be generated by the construction activities required for the Grid Connection, Water Connections, and the CHP Connection. Construction activities required for the Water Connections and CHP Connection would have no potential to be seen by any recreational visual Receptors. The construction activities required for the Grid

Connection would be undertaken in ~200m long subsections requiring excavation of a trench, laying, and jointing of a 132kV cable and backfilling. Consequently, they would be very short-lived with the entire Grid Connection constructed over approximately six months (also noting that works along the A47 verge would be completed at night). The route of Halfpenny Lane byway would be crossed by the Grid Connection (although it is not designated as such at the point it crosses the A47) providing recreational Receptors on its northern subsection with brief views when heading towards Wisbech and an associated very brief Low magnitude of change. As shown in **Figure 9.5: Underground grid connection (UGC) construction ZTV**, recreational Receptors using the closest routes in two groups of PRoWs, comprising PRoWs north of Emneth (Gray's Lane, Mill Road and north of Wilkin's Road) and PRoWs Stow Lane and east of Meadowgate Lane, eastern Wisbech may have fleeting views of the tallest plant that may be stored in two laybys for the few days when the construction activities take place on the closest subsections of the Grid Connection route within the A47 verge, noting the actual construction activity would take place overnight and no daytime views of cable laying would occur. Given the likelihood of night working, intervening screening, and the visual context of traffic on the A47, such fleeting views would make no contribution to the overall magnitude of change experienced by these Receptor groups.

Operation Phase Year 1

9.9.87 Review of the detailed assessments contained in **Appendix 9J: Visual Assessment Tables (Volume 6.4)** shows that there would be only limited changes in comparison with the preceding construction phase. The rationales set out for the construction phase would continue to be applicable. The limited changes would be due to increase in the height of the tallest operational component: the chimneys at 90m above FFL in comparison with the tallest components potentially present during the construction stage: the cranes up to 75m above FFL (with 95m above FFL short duration extension for the erection of the chimneys). A second factor is the potential occasional presence of the plume that could add visual emphasis to the chimneys and, in some views, the uppermost parts of the EfW CHP Facility, including the boiler house building. It is important to put the occasional presence of the visible plume into context drawing upon the information presented in **Chapter 8: Air Quality (Volume 6.2)**. The ZTV shown in **Figure 9.6: Visible Plume ZTV (Volume 6.3)** is generated using worst-case scenario data for the plume's potential height and length. With regard to the length of the plume it is important to note that whilst the worst-case scenario (i.e., one predicted occurrence over a five-year period) is for the plume length to be 582m, the of the visible plume would be 67m. The same five-year period of data shows that even under the worst-case scenario the plume would be visible for 7.2% of a year. This figure covers daytime and night-time hours. The meteorological conditions required to generate a visible plume are more likely to arise during night-time when cooler temperatures prevail. Hence, there would be very few occurrences when recreational Receptors using PRoWs or other recreational facilities confined to daytime usage, would have any potential to sustain impacts from the visible plume's presence and therefore it has only occasionally been used as a rationale for increasing the magnitude of change for any recreational Receptor group.

9.9.88 This limited visual change is reflected in the assessment for the recreational visual Receptors walking south along the section of the Nene Way. The gradual increase in the visibility of the chimneys, and potentially the occasional plume, as they walk southwards from Wisbech has led to the assessment that along this 15.7km section of the Way the magnitude of change sustained would be Low and the resultant Moderate level of effect would be **Significant**. This would be because recreational visual Receptors' closest views would be over a separation distance of 3km with the southern-most 1.7km of the Nene Way being routed through the northern urban area of Wisbech which would ensure that it would be outside the ZTV for the chimneys (**Figure 9.3ii: EfW CHP Facility Chimneys ZTV within LVIA Study Area**).

9.9.89 No changes in assessment levels from the construction phase assessment are assessed for cyclists traveling along the three NCRs. It is assessed that cyclists travelling for 1km along the closest section of NCR 63 on Begdale Road would sustain a Medium magnitude of change with a Moderate effect that is **Significant** for a ~1km stretch of the route between Elm and Begdale. The partial and intermittent presence of the operational EfW CHP Facility, elsewhere along the NCR 63 route would not result in significant effects.

9.9.90 Users of the PRoW south of Leverington called 'The Still' would experience a Low magnitude of change resulting from views of the upper parts of the main building and chimneys as illustrated in the visualisation in **Figure 9.28: Viewpoint 12: PRoW - 'The Still' - south of Leverington**. It is assessed that the Moderate level of effect would be **Significant**, unlike the Construction Phase, because at Operation phase Year 1 the upper parts of the completed EfW CHP Facility main building would have an increased massing compared with the construction phase activity, apart from the very end of the construction phase when the main building and chimneys would be nearly complete. In addition, the occasional visible plume would also likely draw the Receptor's attention.

9.9.91 Review of the assessments for the remaining 11 PRoW networks shows that recreational visual Receptors using these PRoWs would experience no changes in assessment levels compared with the preceding construction phase. As these PRoW networks are all concentrated within 5-6km of the EfW CHP Facility, the potential issue of the occasional plume drawing attention to the EfW CHP Facility and its chimneys would be less likely to be an issue for this group of recreational visual Receptors although a Medium magnitude of change and Major and **Significant** effect would remain for users of the byway on Halfpenny Lane north of the A47 and PRoWs west of Begdale: Crooked Bank/Narrow Drove/Broad Drove.

9.9.92 There is some limited potential for the periodic plume to occasionally draw visual attention to the presence of the chimneys and the uppermost section of the main building at the operational EfW CHP Facility from three recreational groups over 14.5km distant. Changes due to the presence of the plume, that might otherwise not be discernible to the casual observer, would potentially be experienced by recreational visual Receptors travelling on the closest (14.5km separation distance) sections of the Fen Rivers Way and Ouse Valley Way and some visitors to WWT Welney Wetland Centre (approximately 15km separation distance) due to the often, open nature of Receptors' views towards the EfW CHP Facility. It is predicted there could be an increase experienced by these recreational Receptors from no change

during the construction period to a Very Low magnitude during construction giving rise to a Minor level of effect that is **Not Significant**.

9.9.93 Recreational visual Receptors at some closer visitor attractions have few, if any, outward views so the height of the chimneys and the occasional plume would have no impacts. This situation would apply to visitors to Peckover House and Garden and Walpole Water Garden. From the well vegetated gardens of Elgood's Brewery, it is concluded that it could be possible for visitors in some locations, especially in winter months, to see the occasional plume if it were aligned in the required north-western direction, hence the assessment of a Very Low magnitude of change and a Minor effect that is **Not Significant**.

9.9.94 The presence of the Grid Connection would not be visible in any recreational Receptor's views given that following reinstatement of surface vegetation during the construction phase, there would be no visual evidence of its presence other than periodic small marker posts. This would apply even for the recreational Receptors using Halfpenny Lane Byway.

9.9.95 As with other visual Receptor groups, it is assessed that there would be no changes in the role of the operational EfW CHP Facility in any recreational visual Receptors' views by Year 15 in comparison with Year 1. Recreational visual Receptors are located too far away from the southern side of the EfW CHP Facility Site to derive screening benefits from the establishment and maturation of the trees and wet woodland shown on **Figure 3.14: Outline Landscape and Ecology Strategy (Volume 6.3)** now establishing in the southern part of the EfW CHP Facility Site that would be the only relevant visual change within the EfW CHP Facility Site between Year 1 and Year 15.

Summary of visual effects on vehicular visual Receptors

9.9.96 The assessment of effects upon the views of the 23 vehicular visual Receptors identified within the Study Area is set out in the detailed assessment tables in **Appendix 9J: Visual Assessment Tables (Volume 6.4)**. A summary of this assessment is presented below.

Construction Phase

9.9.97 The assessment concludes that no vehicular visual Receptors would sustain significant visual effects during the construction period apart from localised sections of the A47 and B198, where for the Medium sensitivity Receptors there would be a Medium magnitude of change and a Moderate effect that is **Significant**. This assessment takes into consideration the short-lived construction works alongside A47 that will be required for the Grid Connection (at night only).

9.9.98 The most numerous vehicular Receptor group would be people in vehicles Receptor travelling on the A47. When travelling eastbound along the A47, consistent views of the middle and upper most construction and crane activities would only become available after the junction with South Brink, i.e., for the final approximately 600m up to the traffic island at the southern end of B198. Consistent views would then continue for a further 1km until the EfW CHP Facility Site and its TCC would be screened by the cold store in increasingly oblique views. Receptor. The changes to eastbound Receptors on the aforementioned route section would represent an

overall Medium magnitude of change and a Moderate effect that is **Significant**. For Receptors travelling in westbound vehicles along the same section of the A47, these same views would either be oblique or the EfW CHP Facility would be behind the direction of travel which would result in a reduced Low magnitude of change with a Minor effect that would be **Not Significant**.

9.9.99 Eastbound and westbound vehicular Receptors using the approximately 7km long section of A47 between the closed off New Bridge Lane junction in the west and the B198 Broad End Road junction in the north-east, would have short-lived views of the construction works in the A47's western verge that will be required for the Grid Connection. These excavations would take place in 200m long increments with work being restricted to night-time hours, although plant stored in layby's would be visible during the daytime and a single lane, traffic light operated system would be in place past the current 200m long section of excavation and cable laying activities. Views would be brief, and the visible plant and ancillary elements would be redolent of highway maintenance work. Hence, they would only make an incremental contribution to the overall magnitude of change that is assessed for both eastbound and westbound vehicular visual Receptors using the A47.

9.9.100 Vehicular Receptors of medium sensitivity using sections of Cox's Lane/Mile Tree Lane, North Brink - Bevis Lane to Barton Road (B1542) and Redmoor Lane are assessed as potentially sustaining Low magnitudes of change whilst travelling along at least part of the routes. The level of effect from these three routes would be Minor and **Not Significant**.

9.9.101 The numbers of people within three other vehicular Receptor groups of medium sensitivity that would sustain Low magnitudes of change and Minor effects that are **Not Significant** would be likely less numerous as they comprise local roads. Two groups are Receptors in east-bound vehicles on local roads to the immediate west of the closest section of the River Nene i.e., North Brink – Bevis Lane to Barton Road (B1542), and Cox's Lane/Mile Tree Lane. Receptors in west bound vehicles on these routes would be travelling away from the EfW CHP Facility Site so would have no views. When travelling east they would periodically have views of the uppermost construction and crane activities between or above the extensive built development alongside B198 and South Brink. Users of Redmoor Lane would have intermittent views towards the uppermost construction and crane activities most notably from the southern end of the route, closest to Begdale.

9.9.102 The remainder of vehicular Receptors travelling on the network of 'A', 'B' and minor roads across the remainder of the Study Area have a medium sensitivity with users of the A17 including sections of dual carriageway having a Low sensitivity. The Receptors are assessed as sustaining either very low magnitudes of change or no change with a Negligible effect that is **Not Significant** or No Effect. These Receptors comprise people in vehicles on the following routes:

- B198 (northeast) of town centre;
- A1101 south of the town centre (northbound and southbound);
- A1101 Long Sutton – Wisbech (southbound);
- A1122 Downham Market – Outwell;

- A141 Wimblington – Guyhirn;
- A17;
- B1101 March - Elm;
- B1165 Whaplode Fen – Newton;
- B1169 Parson Drove – Leverington;
- B1542 Tholomas Drove – western Wisbech;
- B1187 Guyhirn – Parson Drove -Throckenholt;
- Lords Lane/Bevis Lane;
- Redmoor Bank and Belt Drove;
- New Bridge Lane south of A47; and
- Wales Bank.

9.9.103 Where a Very Low magnitude of change is assessed, it is predominantly restricted to Receptors travelling on roads within approximately 10km of the EfW CHP Facility Site. At greater separation distances the combination of coalescence of intervening vegetation screening and often oblique and fleeting views, would be highly likely to restrict views of construction activities, even if the road is routed within the ZTV.

Operation Phase Year 1

9.9.104 The explanations of visual effects summarised for the construction phase would continue to be applicable for the operation phase. Consequently, the assessment concludes that the localised significant effects for this group of visual Receptors experienced on sections of the B198 and A47 would continue into the operation phase with minimal change in the proportion of other vehicular Receptors sustaining low, and very low magnitudes of change or no change. The assessment in **Appendix 9I: Viewpoint Assessment (Volume 6.4)** for Viewpoint 5 which is located on the verge of the closest section of A47 and therefore represents the views of eastbound vehicular Receptors on this section of A47 concludes that at the viewpoint the magnitude of change in the operation phase would be High (increased from Medium at the Construction Phase). The supporting visualisation is shown in **Figure 9.21: Viewpoint 5: A47 east of roundabout junction with the B198.** The assessment for this Receptor group in **Appendix 9J: Visual Assessment Tables (Volume 6.4)** concludes that the High magnitude of change will be experienced for approximately 1.6km, resulting in a Major adverse effect that is **Significant** from this part of the route. The potential visual role of the operational EfW CHP Facility, including the chimneys, would result in High magnitudes of change being potentially sustained for east and west-bound vehicular visual Receptors on the closest subsections of A47 with no visual impacts generated by the Grid Connection whose presence would not be discernible. However, for the remainder of the route within the Study Area, the magnitude of change would typically be Low or less and the resultant level of effect would be Minor and **Not Significant**.

9.9.105 Vehicular visual Receptors using the same three vehicular Receptor groups of local minor roads to the east and south of the Proposed Development comprising North

Brink – Bevis Lane to Barton Road (B1542), Cox's Lane/Mile Tree Lane, and Redmoor Lane would sustain a Low magnitude of change in line with the construction phase. In most views only the upper parts of the boiler house building and the chimneys would be visible above intervening built development. For the remainder of vehicular visual Receptors travelling on travelling on the network of 'A', 'B' and minor roads across the remainder of the Study Area, the same combination of factors outlined for the construction phase that would limit visibility would still be applicable. The magnitude of change would be Very Low or None with a Negligible effect or No Effect that would be **Not Significant**. As indicated on **Figure 9.6: Visible Plume ZTV**, the occasional presence of the plume could potentially be a contributory factor for vehicular Receptors travelling across most of the Study Area. It could draw Receptors' attention and emphasise the presence of the chimneys, however as explained for recreational visual Receptors in the preceding subsection, more detailed analysis of its potential scale and periods of visibility leads to an assessment that its very infrequent presence, especially in transient and/or oblique views, would be insufficient to increase the magnitude of change assessed.

Operation Phase Year 15

9.9.106 There would be minimal change in comparison with Year 15. As referred to previously in the LVIA, the tree and wet woodland planting within the southern part of the EfW CHP Facility Site that was approaching maturity by Year 15 would have no potential to provide any screening of the middle and upper-level sections of the main or ancillary buildings or the chimneys which would be the only visible components of the operational EfW CHP Facility for almost all vehicular visual Receptors.

9.9.107 The only exception could be for the east and westbound vehicular Receptors travelling along the closest section of A47 and southern end of the B198 who could have glimpsed views of lower-level components in the southern part of the EfW CHP Facility Site. Establishment of the trees and wet woodland could combine with the retained trees just east of the EfW CHP Facility Site to provide effective screening of components up to approximately 8-9m height, although this growth of planting would not be sufficient to change the assessed magnitude of change and level of effect and resulting visual effects that would remain Major and **Significant** for eastbound vehicular Receptors on the A47 and Moderate and **Significant** for the southernmost section of the B198 Cromwell Road (south-west of town centre). There would continue to be a Minor visual effect that is **Not Significant** experienced by westbound vehicular Receptors on the A47.

Summary

9.9.108 A summary of the results of the assessment of the landscape and visual effects outlined above and contained in detail within **Appendices 9G: Landscape Character Assessment Tables, 9H: Townscape Character Assessment Tables and 9J: Visual Assessment Tables (Volume 6.4)** is provided in a series of tables for ease of navigation as follows:

- **Table 9.15 Summary of significance of adverse effects: landscape and townscape Receptors** in relation to landscape and townscape effects;

- **Table 9.16 Summary of significance of adverse effects: residential and community visual Receptors** in relation to visual effects for residential and community visual Receptors;
- **Table 9.17 Summary of significance of adverse effects: recreational visual Receptors** for the visual effects experienced by recreational Receptors; and
- **Table 9.18 Summary of significance of adverse effects: vehicular visual Receptors** for vehicular visual Receptors.

Table 9.15 Summary of significance of adverse effects: landscape and townscape Receptors

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Landscape character					
Wisbech Settled Fen LCA The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Medium	Moderate **Not Significant**	This is the host LCA for the EfW CHP Facility, CHP Connection, Grid Connection, and Water Connection construction activities, and the elevated construction activities of the construction phase have the potential to generate a visual effects pathway from within a large proportion of this LCA. From areas of the LCA closest to the Proposed Development, where the highest magnitudes of change would be expected to occur, this activity would be typically perceived in the context of high levels of movement and audible/ visual/ light intrusion and where vertical or large-scale infrastructure has a baseline role. Whilst there would be potential for localised significant effects within the closest part of the LCA to the EfW CHP Facility, this situation would not apply to the more distant majority of the LCA which includes all of Wisbech and extends well to its north. The operational EfW CHP Facility would often appear as a co-prominent feature with the cold store and/or steel lattice pylons and only occasionally as the dominant built element within the closest part of the LCA. From within areas of LCA to the north-west and west, the operational EfW CHP Facility would sometimes be viewed in the absence of any vertical or large-scale precedent and could contrast with the rural fenland landscape and horizontal landform beyond the settlements. However, any urbanising influence would be reduced by the separation distances between these parts of the LCA and the EfW CHP Facility. Whilst there would be potential for localised significant effects within the closest part of the LCA, this situation would not apply to the more distant majority of the LCA.
		Operation (Year 1 and Year 15)	Medium	Moderate **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
					In conclusion landscape effects associated with both the construction and operation of the CHP Connection, Access Improvements and Grid Connection would be highly localised and would have a highly limited characterising role.
The Fens LCA The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Low	Minor **Not Significant**	An extensive LCA extending to within ~0.9km of the EfW CHP Facility Site. Construction effects would commonly be associated with the cranes and elevated construction activities which would have a visual presence from within a proportion of this LCA. From locations to the south and north-west, this activity would often play an incremental role beyond closer and more prominent built infrastructure such as steel lattice pylons or the wind turbines at Coldham/Stag's Holt and Ransom Moor. Hence whilst the magnitude of change would be likely to be medium in a small proportion of the LCA i.e., the closer parts to the south-west of Wisbech, the magnitude of change would be much reduced for the majority of the more distant parts of the LCA within the Study Area, and the overall magnitude during the construction phase is assessed as Low. A similar rationale applies for the operational EFW CHP Facility where its distant visual presence would form an incremental vertical intrusion above the horizon. Conversely, from areas to the west, the absence of larger scale vertical precedents within the rural landscape has the consequence that the tallest built elements and chimneys at the operational EFW CHP Facility, emphasised slightly by the occasional visible plume, could have a small-scale urbanising role from within this largely unsettled landscape and may detract slightly from the horizontal character of the landform.
		Operation (Year 1 and Year 15)	Low	Minor **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
March Clay Island The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Low	Construction	Very Low	Negligible **Not Significant**	A minimum separation distance of ~12km and high incidence of built form within and just to the north of the LCA results in limited and fragmentary intervisibility between the tallest construction activities and the subsequent operational EfW CHP Facility. The small scale distant visual presence of the EfW CHP Facility would be frequently screened by existing intervening vegetation and consequently would have limited characterising influence during both the construction and operation phases.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	
D2: Walpole, Terrington and Clench Warton The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Very Low	Negligible **Not Significant**	A minimum separation distance of ~9.5km between the southern edge of LCA D2 and the EfW CHP Facility Site with potential intervisibility between elevated construction works at the chimneys and main building of the operational EfW CHP Facility, becoming fragmented around the settlements of Terrington St. Clement and Walpole St. Andrew and St. Peter. The small scale and distant presence of the elevated construction activities and operational EfW CHP Facility in the most open views towards a south-eastern horizon which is already interrupted by numerous vertical elements results in a very limited characterising influence during both the construction and operation phases.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
D3: Terrington St. John The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Very Low	Negligible **Not Significant**	The elevated construction activities and cranes and subsequent operational EfW CHP Facility have the potential to generate indirect landscape effects through a visual presence from within a large proportion of this LCA at a minimum separation distance of ~5km. The distant presence of this elevated construction activity or tallest buildings and chimneys at the EfW CHP Facility would have a very limited characterising influence during both the construction and operation phases, upon the character and key characteristics of this LCA given the baseline context in which vertical infrastructure already plays a role.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
D4: Emneth, West Walton and Walsoken The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Low	Minor **Not Significant**	The elevated construction activities including cranes and the subsequent operational EfW CHP Facility have the potential to generate indirect landscape effects from within a large proportion of LCA D4 at a minimum separation distance of ~1.5km. This would be most evident from within the open fenland landscape to the east of EfW CHP Facility Site from which the elevated construction activities and operational chimneys and upper sections of the main buildings of the EfW CHP Facility would form an incremental visual contrast with the rural landscape and further vertical intrusion above the horizon, often visible alongside the cold store, and in context with steel lattice pylons and smaller communications poles, during both the construction and operation phases.
		Operation (Year 1 and Year 15)	Low	Minor **Not Significant**	Only highly localised direct and indirect landscape effects would arise through the construction of the Grid Connection alongside A47 over a seven-month period. Hence it would have minimal influence upon the existing character of even the closest part of this LCA. Following the re-establishment of vegetation cover upon the Grid Connection within the verge of A47 the operational presence of Grid Connection would not be discernible within LCA D4 other than for the small-scale changes from the proposed Walsoken Substation adjacent to the existing substation.
D5: Outwell The Proposed Development could give rise to an adverse change to the character and key	Medium	Construction	Very Low	Negligible **Not Significant**	Potential intervisibility with the elevated construction activities and operational EfW CHP Facility from within a moderate but fragmentary proportion of this compact LCA at a minimum separation distance of ~5km. Occasional open views available from within the more open northern part of the LCA, within which

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
characteristics of the Receptor.		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	the elevated construction activities and chimneys and upper sections of the main buildings of the EfW CHP Facility would form minor elements in north-western views during both the construction and operation phases. Where visible, these components could form an incremental small scale visual contrast with a corresponding very small-scale urbanising effect upon the baseline high to moderate levels of scenic quality and perceptual aspects including tranquillity and sense of time depth. As with most LCAs and LCTs, the role of the occasional visible plume would be severely limited by its maximum potential height and length parameters and the rarity of its presence, with a greater likelihood of it being formed at night when the required meteorological conditions would be more likely to be attained.
E1: Tilney All Saints The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Very Low	Negligible **Not Significant**	A minimum separation distance of ~9.5km has the consequence that the tallest construction activities and subsequent chimneys and upper sections of the main buildings of the operational EfW CHP Facility, would be very small theoretical components in any views. Reviews undertaken in the field have indicated views would typically be screened by existing fore and mid-ground vegetation and/or built form. Where the EfW CHP Facility would be occasionally visible, it would typically be seen in context with other closer existing built vertical elements, thereby limiting the characterising influence during the Operation phase.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	
E2: Saddlebow and Wormegay The Proposed Development could give rise to an adverse change to the character and key	Medium	Construction	No Change	No Effect	The distant presence of elevated construction activities would be too small-scale to have any characterising role upon the character and key characteristics of this LCA at a minimum separation distance of ~14.5km. The chimneys and the upper section of the main building of the operational EfW CHP Facility would potentially be visible but typically screened by existing

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
characteristics of the Receptor.		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	intervening tree cover. Even in the most open views, the distant presence of the EfW CHP Facility, increased slightly by the occasional presence of the visible plume, would be unlikely to be of a scale that would have a characterising influence. Consequently, the LCA's character, key characteristics, and qualities such as the relatively strong sense of tranquillity would not be changed during either the Construction or Operation phases.
E3: Wiggenhall St. Mary The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Very Low	Negligible **Not Significant**	Potential intervisibility with the elevated construction activities and subsequent chimneys and main building of the operational EfW CHP Facility could occur from within a large proportion of the LCA. However, at distances in excess of 10km, these elevated components would be small-scale distant features potentially glimpsed on the horizon but typically screened by existing vegetation in the foreground and middle ground. In the most open views, the cranes and chimneys would represent an incremental vertical element above the horizon, beyond any foreground communications poles and mid ground steel lattice pylons which cross the intervening landscape and hence would have limited characterising role upon the character and key characteristics of this LCA during both the construction and operation phases. Any role for the occasional visible plume would be very infrequent and small-scale.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	
E4: Marshland St. James The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Low	Minor **Not Significant**	Potential intervisibility between the elevated construction activities and subsequent chimneys and main building of the operational EfW CHP Facility from within a high proportion of this LCA at a minimum separation distance of ~6km. These would become small-scale minor elements above a narrow section of the north-western or westerly horizon from within areas of the LCA where there is limited existing fore or mid ground vegetation,

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
		Operation (Year 1 and Year 15)	Low	Minor **Not Significant**	where they would typically have an incremental (with the steel lattice pylons) vertical contrast with the horizontal fenland landscape during both the construction and operation phases. The Proposed Development would not be of a scale that would alter the baseline "*Very strong sense of tranquillity*"[24] and high level of remoteness present within this largely unsettled landscape. From other parts of the LCA, the Proposed Development would be screened by existing vegetation as demonstrated by the visualisation in **Figure 9.40: Viewpoint 24 Marshland Fen** which is within the LCA.
E5: Downham West The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Very Low	Negligible **Not Significant**	The tallest construction activities and subsequent chimneys and main building of the operational EfW CHP Facility could have a visual presence above a narrow proportion of the north-western horizon from within a large proportion of this LCA. This would represent an incremental vertical element beyond the closer and more prominent steel lattice pylons which cross the intervening LCA E4 to the west. The very small scale of the Proposed Development at distances in excess of 12km would result in restricted visibility due to screening from existing mid-ground vegetation. Consequently, the Proposed Development during both the construction and operation phases would have a very limited characterising influence upon the character and key characteristics of this LCA and it would not undermine existing moderate to high perceptions of tranquillity and remoteness present away from the A1122.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
E6: Hilgay Fen The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	High	Construction	Very Low	Minor **Not Significant**	Potential Intervisibility with tallest construction activities and subsequent chimneys and main building of the operational EfW CHP Facility from within a moderate proportion of this LCA, which is only partly located within the Study Area. The Proposed Development would have a very small-scale visual presence above a narrow section of the north-western horizon at distances in excess of 11.5km and would be typically screened by existing mid-ground tree cover as evidenced in **Figure 9.44: Viewpoint 28: Welney Wildlife Trust Visitor Centre**. Whilst the occasional visible plume may slightly emphasise the distant presence of the EFW CHP Facility, the development would not be of a scale that would have a characterising influence upon LCA E6 nor would it alter the "*strong sense of remoteness and tranquillity*"[24] present within this landscape during either the construction or operation phases.
		Operation (Year 1 and Year 15)	Very Low	Minor **Not Significant**	
E7: Welney River The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Very Low	Negligible **Not Significant**	Elevated construction activities and the subsequent chimneys and main building of the operational EfW CHP Facility may have a visual presence from within a large proportion of part of LCA E7 that is located within the Study Area at a minimum separation distance of ~9km. The Proposed Development during both the construction and operation phases would become a minor vertical element above a narrow section of the north-western horizon that would be often screened by existing intervening mid-ground tree cover. Whilst the occasional visible plume may slightly emphasise the distant presence of the EfW CHP Facility, the development would not be of a scale that would have a characterising influence upon the character and key characteristics of LCA E7 nor would it alter baseline perceptions of tranquillity and remoteness.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
E8: Denver Sluice The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	No change	No Effect	The distant presence of elevated construction activities would be too small in scale to have any characterising role upon the character and key characteristics of this compact LCA at a minimum separation distance of ~14.5km. The chimneys and main building of the operational EfW CHP Facility would potentially be visible above a narrow section of the north-western horizon from within a limited proportion of this LCA. The distant presence of the Proposed Development, increased slightly by the occasional presence of the visible plume, is unlikely to be of a scale that would have a characterising influence upon the character and key characteristics of LCA E8 nor would it alter the baseline moderate levels of perceptual qualities relating to tranquillity and remoteness.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	
H1: Stow Bardolph The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	No change	No Effect	Only the western fringe of LCA H1 is located within the Study Area. The distant presence of elevated construction activities would be too small in scale to have any characterising role upon the character and key characteristics of this LCA at a minimum separation distance of ~15km. The chimneys and the upper section of the main building of the operational EfW CHP Facility would potentially be visible above a narrow section of the western horizon. The very small scale of the EfW CHP Facility would be frequently screened by fore or mid-ground tree cover as evidenced in **Figure 9.45: Viewpoint 29: NCR 11 / St. Peter's Road, Watlington**. Even in the most open views, the distant presence of the EfW CHP Facility, increased slightly by the occasional presence of the visible plume, is unlikely to be of a scale that would have a characterising influence. Hence, the character, key
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
					characteristics, and perceptual qualities such as the strong to moderate sense of tranquillity would not be changed.
LCT: Peaty Fens The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Very Low	Negligible **Not Significant**	The elevated construction activities and chimneys and main building of the operational EfW CHP Facility could have a visual presence above a narrow section of the south-eastern horizon at a minimum separation distance of ~7.7km. Where visible, these overtly man-made components, increased slightly by the occasional presence of the visible plume, would form an incremental small-scale visual contrast (with the pylons which cross the eastern part of the LCT) in outward views towards a "*largely uninterrupted skyline*" with a corresponding, but very small-scale effect, upon the moderate to strong perceptions of remoteness and tranquillity.
		Operation (Year 1 and Year 15)	Low	Minor **Not Significant**	
LCT: Settled Fens The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Low	Construction	Very Low	Negligible **Not Significant**	This is a busy, extensive LCT that is only partly located within the Study Area. The LCT already contains a higher proportion of large-scale vertical infrastructure (pylons, power station and wind turbines) and lower levels of tranquillity and remoteness. The distant and very small-scale presence of the elevated construction activities and cranes above a narrow section of the southern or south-eastern horizon would have minimal characterising influence upon this LCT, typically across its less

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	settled western part (within the Study Area) which shares characteristics which are more in common with the neighbouring Peaty Fens LCT. During the operational phase the distant visual presence of the EfW CHP Facility would have no characterising role in parts of the LCT around Sutton Bridge, Long Sutton and Tyde St Mary where perceptual qualities are already influenced by higher levels of activity and existing built development and vertical infrastructure. **Figure 9.43: Viewpoint 27: Nene Way on the southern edge of Sutton Bridge on A17** indicates the small scale of the EfW CHP Facility that would be typically screened by even limited existing vegetation in the fore or middle-ground.
LCA: 4 – Peterborough Fens The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Very Low	Negligible **Not Significant**	Only the eastern edge of LCA 4 is in the Study Area. The elevated construction activities and chimneys and main building of the operational EfW CHP Facility could have a visual presence as minor elements above a narrow section of the eastern/north-eastern horizon in the wide, open panoramic views that characterise this LCA. Where visible, these elements would often be present beyond the closer Wryde Croft wind turbines and an overhead line, both of which would have a greater characterising role upon the closest part of the LCA. Consequently, the distant presence of the Proposed Development at a minimum separation distance of ~12km would be of very limited characterising influence during both the construction and operation phases.
		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	
Townscape Character Areas					

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
TCA1: The Brinks and Old Market TCA The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Medium	Construction	Low	Minor **Not Significant**	The high incidence of built form both within this TCA and the intervening townscape means that there would be no visual or perceptual effects pathways between construction activities and subsequent operational development and the majority of TCA1. The exception is intervisibility with the elevated cranes and construction activities and operational EfW CHP Facility from within the southern fringes of TCA1 only as demonstrated in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery**. The perception of time depth could be slightly reduced by the visual presence of cranes and subsequent visual presence of large-scale, contrasting infrastructure of the EfW CHP Facility from within a limited proportion of this TCA. The separation distance and intervening area being entirely urbanised means that the magnitude of change would not exceed Low. This assessment takes into consideration the occasional presence of the visible plume under its maximum potential parameters.
		Operation (Year 1 and Year 15)	Low	Minor **Not Significant**	
TCA2: Wisbech Town Centre Conservation Area The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Low	Construction	No Change	No Effect	A separation distance of ~1.5km between TCA 2 and the EfW CHP Facility Site allied with the high levels of enclosure and baseline low levels of tranquillity, results in there being very limited potential for visual or perceptual effects pathways between the Proposed Development and TCA 2. Hence, there would be no change to the character and key characteristics of this TCA from the construction and operation of the EfW CHP Facility to the south, the CHP Connection to the south-west as well as the occasional presence of the visible plume under its maximum potential parameters.
		Operation (Year 1 and Year 15)	No Change	No Effect	
TCA3: Bowthorpe Conservation Area	Medium	Construction	No Change	No Effect	As illustrated in **Figure 9.27: Viewpoint 11: Wisbech Park** from Viewpoint 11 within Wisbech Park, the high incidence of built form and tree cover allied with the flat topography means that

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.		Operation (Year 1 and Year 15)	No Change	No Effect	even the most elevated construction activities and operational components of the EfW CHP Facility to the south, as well as its adjoining CHP Connection and the occasional presence of the visible plume under its maximum potential parameters would have no effective effects pathway with which to influence the character of TCA 3.
TCA4: Central Pre-Twentieth Century Residential Development The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Low	Construction	No Change	No Effect	The intervening flat topography and prevalence of built form between all parts of this dispersed TCA and the various components of the Proposed Development results in a highly fragmented and limited distribution of potential intervisibility with the tallest construction activities and operational development. Hence it is unlikely that the EfW CHP Facility to the south-west, the CHP Connection to the south-west and the occasional presence of the visible plume under its maximum potential parameters would have no effective effects pathway with which to influence the character of TCA 4.
		Operation (Year 1 and Year 15)	No Change	No Effect	
TCA5: Twentieth Century Residential and Institution Development The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Low	Construction	Low	Negligible **Not Significant**	There would be limited intervisibility between the Proposed Development and the majority of TCA 5. The exception is from within the south-western parts of the TCA, where the limited separation distance allied with the relatively open grounds of the Thomas Clarkson Academy and the open space at Herons Green provides increased levels of potential intervisibility.
		Operation (Year 1 and Year 15)	Low	Negligible **Not Significant**	The occasional visual presence of the elevated construction activities followed by the operational EfW CHP Facility from within a small proportion of this TCA and the context within which they would be viewed (i.e., beyond an area dominated by established light industry land uses and warehousing) as indicated in the visualisation from Viewpoint 4 in **Figure 9.20: Viewpoint 4: Northern end of New Drove,** has the consequence that the Proposed Development would have limited

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
					characterising influence upon the character, key characteristics or perceptual qualities of this TCA.
TCA6: Twenty First Century Riverside Residential Development The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Low	Construction	Low	Negligible **Not Significant**	Elevated construction activities and the subsequent operational chimneys and upper sections of the main buildings of the EfW CHP Facility could potentially have a visual presence from within a proportion of this TCA, typically above the rooftops of the bungalows which are prevalent to the north-east of Weasenham Lane. The intervening area of TCA 8 is dominated by medium and large scale industrial and commercial buildings and land-uses and this context would serve to reduce the visual contrast where outward views are available. The addition of the EfW CHP Facility which is greater in scale than some of the intervening warehouses contrast slightly with the smaller scale residential land use and urban grain which defines this TCA but is unlikely to fundamentally alter the character or key characteristics of TCA 6 or its perceptual qualities.
		Operation (Year 1 and Year 15)	Low	Negligible **Not Significant**	
TCA7: Outlying Residential Areas The Proposed Development could give rise to an adverse change	Low	Construction	Very Low	Negligible **Not Significant**	Potential for some partial and fragmented intervisibility with the elevated construction activities and subsequent operational EfW CHP Facility from within open spaces along the southern edge of the TCA. A minimum separation distance of ~700m and the high incidence of screening provided by hedgerows and tree

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
to the character and key characteristics of the Receptor.		Operation (Year 1 and Year 15)	Very Low	Negligible **Not Significant**	cover, means that the occasional visual presence of cranes, EfW CHP Facility, or an occasional visible plume from within a small proportion TCA 7 would have a highly limited influence upon the character, key characteristics, or perceptual qualities of TCA 7.
TCA8: Wisbech Retail, Industrial and Commercial Development The Proposed Development could give rise to an adverse change to the character and key characteristics of the Receptor.	Low	Construction	Low	Negligible **Not Significant**	Host TCA for the EfW CHP Facility which would be subject to high levels of activity, plant movements and a continual series of changes throughout the 36-month construction programme. This would take place within a TCA which is described in **Appendix 9D (Volume 6.4)** as "…*a busy area with frequent traffic*…." and where "*Low levels of tranquillity from high levels of road traffic along B198, A1101 and the Wisbech Retail Park and extensive high levels of lighting*" are recorded as a key characteristic. Hence, the high levels of activity and associated visual and aural disturbance would be incremental to existing levels. The visual presence of construction activities would have limited influence upon a character which is defined by large scale warehouses and a variety of industrial and commercial land-uses. The operational EfW CHP Facility would become the dominant or a prominent built element within the closest parts of the TCA, although its presence would not represent an uncharacteristic attribute. Although it would possess a noticeably larger scale than existing built development (except for the cold store), this contrast would be partly reduced by its detail design including its cladding. The EfW CHP Facility's operation would intensify the townscape role already played by large-scale warehousing along the southern edge of this TCA.
		Operation (Year 1 and Year 15)	Low	Negligible **Not Significant**	

1. The sensitivity/importance/value of a Receptor is defined using the criteria set out in **Appendix 9B** and is defined as low, medium, or high.
2. The magnitude of change on a Receptor resulting from activities relating to the development is defined using the criteria set out in **Appendix 9B** and is defined as very low, low, medium, or high.
3. The significance of the environmental effects is based on the combination of the sensitivity/importance/value of a Receptor and the magnitude of change and is expressed as major (significant), moderate (probably significant) or minor or negligible (not significant), subject to the evaluation methodology outlined in **Appendix 9B.**

Table 9.16 Summary of significance of adverse effects: residential and community visual Receptors

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Residential Properties within 500m of the main building at the EfW CHP Facility					
Rose Bungalow, New Bridge Lane. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Low (Bungalow residents) & Very Low (Caravans' residents)	Moderate & Minor - **Not Significant**	Residents in the bungalow and the caravans to the rear benefit from high levels of screening from boundary hedgerows and fencing reinforced by adjacent and intervening built development. Residents would have views of the upper sections of the construction activities and subsequently of the operational main building and chimneys at the EfW CHP Facility. These views would only be available to residents from the Bungalow's New Bridge Lane frontage and east-facing or north-facing windows, primarily first-floor dormer windows. Residents in the Bungalow would have some views of the increased traffic flow along New Bridge Lane in the construction and operation phases. As construction phase and operation phase lighting would be restricted to ground and low-level lighting, it would be unlikely to be visible at night-time. The Bungalow and especially the caravans benefit from high levels of boundary and nearby screening in residents' ground level views towards the EfW CHP Facility.
		Operation (Year 1 & Year 15)	Low (Bungalow residents) & Very Low (Caravans' residents)	Moderate & Minor - **Not Significant**	
9 New Bridge Lane. The construction and operation of the Proposed Development	High	Construction	High	Major adverse - **Significant**	This is the closest property to the EfW CHP Facility Site located close to its south-west corner. Residents benefit from tall, dense boundary hedgerows and fencing, including along the boundary fronting onto New Bridge

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	High	Major adverse - **Significant**	Lane which would be modified at the beginning of the construction phase. However, residents would have at least partial views of many components during the construction phase and subsequently of the operational EfW CHP Facility from first floor east- and north-facing windows. The tallest components: the upper section of the main building and the chimneys, would be likely to be visible from some ground level windows and within parts of the property's curtilage. Residents in the would have views of the increased traffic flow along New Bridge Lane in the construction and operation phases, partly screened in places by a proposed 3m tall boundary fence closer to the dwelling along the southern edge of the property curtilage.
10 New Bridge Lane. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	High	Major adverse - **Significant**	This bungalow is located close to the southern boundary of the EfW CHP Facility Site in a relatively open situation. Residents' northern views into the site would become more open from the commencement of the construction phase with the partial removal of plantation tree and shrub planting which is located near the southern boundary of the EfW CHP Facility Site. Residents would have close distance and open views of a proportion of ground and lower-level construction activities, as well as the main and ancillary buildings as they are constructed. In the operational period, the southern elevation of the main and eastern ancillary buildings, including the 90m high chimneys will be a prominent visual element in northern views. The proposed 3m high acoustic fence along the northern edge of the property curtilage would screen views of most vehicles along New Bridge Lane and within the EfW CHP Facility Site, although glimpses of the upper parts of HGVs would be available. There will
		Operation (Year 1 & Year 15)	High	Major adverse - **Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
					also be changes in the lighting regime in northern views. Residents' views to the south and east will, however, be unchanged.
Potty Plants Nursery, New Bridge Lane. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Low	Moderate - **Not Significant**	Despite the relative proximity (minimum separation distance of 250m) of this property to the EfW CHP Facility Site, residents would benefit from a relatively high level of screening from the intervening cold store which is 33m high and in the direct line of the residents' sight towards the main building at the EfW CHP Facility. Residents would have residual views of the construction activities and subsequently during the operational phase of the lorry holding area and some smaller ancillary components that would be located within the southern part of the EfW CHP Facility Site, although these would be filtered by the retained part of the plantation and vegetation within the property's curtilage. As the residents' access is via New Drove, they would have minimal views accessing and leaving their property. The property has few windows in elevations to provide residents with views, some mature planting in the eastern part of its curtilage, and residents' principal views are likely to be to the south where they possess an enclosed garden. Short-lived views during construction phase of the closest section of cable excavation, cable laying and backfilling, plus similar construction works for the Water Connection alongside New Bridge Lane would briefly be available.
		Operation (Year 1 & Year 15)	Low	Moderate - **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The Chalet, New Drove. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	The property is arranged such that there are few windows on its western side against New Drove which runs close by. Residents' main views are likely to be across the more open fields to the east and south-east. Residents' views from the property's road-side frontage would be substantially screened by a combination of the road-side vegetation and intervening built development at the industrial and commercial units alongside Algores Way and Boleness Road. The only visible components both during construction and in operation would be the upper section of the bunker hall building, the boiler house building, and chimneys. These components would be moderate scale elements above ~25° of the western horizon in the visual context of numerous other built developments in the closest part of Wisbech Industrial Estate including the northern end of the cold store. This would minimise the potential for visual contrast. No change to baseline night-time views.
		Operation (Year 1 & Year 15)	Low	Moderate – **Not Significant**	
Iolanda Bungalow and Kennels, B198, Cromwell Road. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Low	Moderate – **Not Significant**	Residents in this bungalow reside in a location where their views towards the screened EfW CHP Facility Site are already dominated by several large-scale developments, including the built development in the Wisbech (Belgrave) Retail Park and the often busy, B198 Cromwell Road. The uppermost construction activities would be likely to be visible over a minimum separation distance of over 400m. In the subsequent operation phase, the only visible components of the operational EfW CHP Facility would be the upper sections of the boiler house building, chimneys and possibly the bunker hall above the section of the developed horizon in the same field of view as the
		Operation (Year 1 & Year 15)	Low	Moderate – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
					brightly lit McDonald's restaurant and movement and street lighting on Cromwell Road. The occasional visible plume would be seen, and no lighting would be visible at the operational EfW CHP Facility.
Group of southern properties on New Drove. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	The coalescence of planting and built development alongside and close to the west and south-west of this section of New Drove will screen residents' potential views from their ground floor windows, the north-western frontages, and the curtilages of the three properties. Any views of the construction activities for upper sections of the chimneys and boiler house building at the main building at the EfW CHP Facility and associated crane activities would be partial, over a separation distance of at least 470m and in the context of lots of intervening light industrial and warehouse style buildings located off Algores Way and Boleness Road. Subsequently the only visible components of the operational EfW CHP Facility would be the upper sections of the boiler house building and the chimneys above a 20° section of the developed south-western horizon, although even these views would be likely to be partly screened by a nearby belt of coniferous trees. No lighting would be visible at the operational EfW CHP Facility.
		Operation (Year 1 & Year 15)	Low	Moderate – **Not Significant**	
Group of southern properties on Cox Close and Ellerby Drive. The construction and operation of the Proposed Development	High	Construction	Very Low	Minor – **Not Significant**	The intervening buildings within the Wisbech Industrial Estate to the east of Cromwell Road would coalesce to screen residents' potential south-eastern views of ground, lower and middle level construction activities. Views from the properties would typically be more restricted and oblique in nature with only the upper-level construction activities at the boiler house building,
			Low		

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)		Moderate – **Not Significant**	chimneys and possibly the bunker hall, including periodic crane activity, visible over a minimum separation distance of ~450m. Residents in two or three storey properties would have more elevated views allowing a slightly higher proportion of the elevated construction activities (and subsequent components of the emerging main building) to be visible. The screening by intervening buildings during construction would continue during operation such that the upper part of the chimneys, boiler house building and less frequently the occasional visible plume would be seen in glimpsed views.
Residents in Oakdale Place Park and New Bridge Lane Travellers Site Caravan Parks south of A47. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	Both caravan parks benefit from dense screening along their northern boundaries with the A47; the planting for the closer Oakdale Caravan Park is formed by mature conifers. There is also further dense, mature tree cover on the northern side of the relevant sections of the A47. At neither caravan park are the individual caravans orientated to provide their residents with principal views towards the EfW CHP Facility Site to the north. Some residents could potentially have views of the uppermost cranes' activities during the construction phase and subsequently of the chimneys and the occasional visible plume.
		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	
No. 25 Cromwell Road.	High	Construction	Medium	Major– **Significant**	Residents at this large, two storeys, house have an open immediate setting onto disused fields which in turn extends to the southern edge of the Wisbech Industrial

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Medium	Major – **Significant**	Estate. The closest development is the Coveris building so that existing light industrial and commercial buildings are established components in baseline views. Due to the screening from the intervening Coveris building in residents' views towards the EfW CHP Facility Site, no views of ground and lower-level construction activities (including of increased vehicular movements along New Bridge Lane), and subsequently operational elements and activities would be likely. However, the middle and upper sections of the main building at the EfW CHP Facility and the chimneys would be prominent elements in any northern and eastern views available to the residents.
Isolated properties on South Brink, west of B198. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Low	Moderate –**Not Significant**	There are an estimated five properties located on the eastern side of South Brink between Redmoor Lane and the western end of New Bridge Lane. They have separation distances of between 600m and 930m from the EfW CHP Facility Site. The high level of intervening screening from the large-scale buildings located close to the intervening B198 would have the consequence residents would have no views of any ground or lower-level construction activities. Any potential views of middle and upper-level construction and crane activities could only potentially be available from their east or possible north-facing first floor windows. During the operation phase the upper and sometimes the middle sections of the main building at the EfW CHP Facility and the chimneys would be prominent elements in any eastern or sometimes north-eastern views available to the residents from first floor windows. Residents' views from ground floor internal and external locations would be severely restricted by nearby screening elements.
		Operation (Year 1 & Year 15)	Low	Moderate – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Community visual Receptors					
Wisbech – students and staff at Thomas Clarkson Academy The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low/Low	Minor/ Negligible **Not Significant**	Most visual Receptors in this community would only possess fleeting, glimpsed views of the uppermost construction activities and in the subsequent operation phase of the upper sections of the two chimneys, their occasional visible plumes and, less frequently, the upper section of the boiler house building. Such views would typically only be available from outside locations or south-facing windows. All Receptors' views would be in the context of dwellings alongside Weasenham Lane and the intervening Wisbech Industrial Estate. As lighting during construction and operation phases will be restricted to ground and low levels there would be no changes to Receptors' night-time views. As with all community visual Receptors located within Wisbech, any views of the occasional visible plume would be highly infrequent and dependent upon its height, length, and directional parameters as well as it being generated in daytime.
		Operation (Year 1 & Year 15)	Very Low/ Low	Minor/ Negligible **Not Significant**	
Wisbech – twenty first century properties off Malt Avenue & Abraham Avenue. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	Most visual Receptors in this community would only ever possess fleeting, glimpsed views of the uppermost construction activities and in the subsequent operation phase of the upper sections of the two chimneys, the occasional plume and, less frequently, the upper section of the boiler house building. All Receptors' views would be in the context of either the immediate surrounding, recently built, two or three storey residential blocks, or if living in first or second floor residences on the closest, edge of the community, in the visual context of the extensive intervening retail and commercial developments. As lighting during construction and operation phases will be restricted to ground and low
		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
					levels there would be no changes to Receptors' night-time views with no visible aviation lights on the chimneys.
Wisbech – properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	Due to separation distances of 0.9km – 1.3km with the intervening area almost entirely used for light industrial, commercial, or residential land-uses, any views of the construction activities for the main building at the EfW CHP Facility Site would be confined to occasional, framed, and glimpsed southern views of the cranes' activities and/or the upper activities at the chimneys and boiler house building. The same situation would apply for the subsequent operation phase augmented by potential views of the occasional plume. A very small proportion of these community Receptors close to the northern section of the CHP Connection Corridor would be limited potential for views of construction activities for the CHP Connection. This small proportion of community Receptors would have even less limited potential for views of the operational CHP Connection as it would be located close to ground level and would be readily screened by existing vegetation alongside the CHP Connection Corridor and rear garden fences/vegetation.
		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Wisbech – King's Walk Park area to the west of Churchill Road/A1101. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	The baseline conditions of high density, built development and flat topography, allied with an intervening minimum separation distance of 1.1km that is mostly occupied by light industrial and warehouse developments, would ensure that no views would be available of any ground, lower- or mid-level construction activities. Occasional views would be available of the uppermost crane and other construction activities, along the limited number of south-west aligned roads for community visual Receptors at ground level. Similar views would also be occasionally available from south-facing, first floor windows. In the subsequent operation phase community visual Receptors' views of the upper section of the boiler house building would be restricted to a few locations on the southern edge of the community and a few south-facing, first floor windows. The upper section of the chimneys and the occasional visible plume would be seen above a narrow section of the south-western horizon where suitable aligned, framed open views are available.
		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	
Wisbech – south of Weasenhan Lane & west of Churchill Road/A1101 (including Heron Road Open Space).	High	Construction	Very Low - Low	Minor to Moderate - **Not Significant**	A small proportion of the residential properties on the community's southern and western edge face onto the open area of Swillingham Field/Little Boleness Field. These community visual Receptors would have the potential to see a higher proportion of the construction activities and subsequently of the eastern elevation of the

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low - Low	Minor to Moderate - **Not Significant**	main building in the operational EFW CHP Facility. Most of this community Receptor group benefit from large amounts of screening from nearby and adjacent built development. Consequently, they would have only occasional, partial, filtered and/or framed views of the uppermost construction and crane activities and subsequently of the upper sections of the main building, the chimneys, and the occasional visible plume.
Wisbech – North Brink & Recreational area to northern edge of town. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction Operation (Year 1 & Year 15)	Very Low Very Low	Minor - **Not Significant** Minor - **Not Significant**	Over separation distances between 1.5km and 3.0km with built development in central Wisbech intervening, this group of community visual Receptors would only have potential views of the uppermost crane and construction activities where open outward views are available from south-facing, first floor windows. Across most of the community Receptors' views would be screened by the combination of nearby built development and tree cover. During the operation phase these screening factors and flat topography would ensure that only a very small proportion of this community visual Receptors group would have occasional views of the upper sections of the chimneys and potentially the occasional visible plume.
Wisbech – east of River Nene: Town centre to northern edge of town.	High	Construction	Very Low	Minor - **Not Significant**	Over separation distances of between 1.8km and 3.5km with built development in central Wisbech intervening, this group of community visual Receptors would be restricted to occasional views of the upper crane activities and, even more infrequently, to activities for the upper

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	section of the boiler house building. These views would be more likely from south-facing, first-floor windows than from ground level locations. During the operation phase Receptors' views would be likely to be equally restricted with some very occasional views of the chimneys and the occasional visible plume. In these views the chimneys would always be seen in the visual context of extensive, intervening built development in the central Wisbech.
Wisbech – Walsoken & New Walsoken. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Over separation distances of between 2.0km and 3.7km with built development in central Wisbech intervening, these large group of community visual Receptors would only have very occasional views of the uppermost construction and crane activities. These would be most likely to be available from appropriately orientated, first floor windows. Dwellings on Broadend Road in the vicinity of the Walsoken Substation (34, 36, 48, 50, 52, 56, 58, 60 & 62) would views of the underground cable construction within Broadend Road and very oblique views of the removal of a small number of trees at the frontage of the existing Walsoken-substation. In the operation phase a similar situation would apply to the upper section of the chimneys and the occasional visible plume. The new fenced Walsoken Substation would contain GRP kiosks at 3.5m high and these structures would be largely screened in oblique views from dwellings on Broadend Road (34, 36, 48, 50, 52, 56, 58, 60 & 62).
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Wisbech – south-eastern Wisbech. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Over separation distances of between 1.2km and 2.1km with built development alongside A1101 and the Wisbech Industrial Estate alongside Algores Lane and New Drove intervening, there would be only potential views of the uppermost construction and crane activities during the construction phase. These views would be likely to be restricted to community visual Receptors who have open outward south-western or western views from their first-floor windows. During the operation phase the upper section of the chimneys and the occasional visible plume would be likely to be visible to a higher proportion of visual Receptors either in views from south-west facing first floor windows or from ground level locations where outward views to the south-west are not screened by nearby built development.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
Wisbech –west of River Nene along Barton Road /B1542. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Only the small proportion of community visual Receptors residing in the southernmost of the bungalows in this community have the necessary open southern views in the direction of the EfW CHP Facility Site over a separation distance of at least 1km. However, as they reside in bungalows, these Receptors do not possess the slightly elevated views that would be available from first-floor windows that would make outward views more likely for their residents. A remaining majority of this group of community visual Receptors benefit from high levels of screening from mature tree cover. Any views would initially be restricted to the uppermost crane and construction activities during the construction phase. In the operation phase they would be limited to occasional views of the top of the boiler house building and in particular the upper sections of the chimneys and the
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
					occasional visible plume above the horizon in southern views.
Begdale area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Medium	Major – **Significant**	Views are available from a small number of properties on the northern edge of the settlement. It is predicted that vegetation alongside the A47 would screen this group of community visual Receptors' views of the ground and lower-level construction activities at the EfW CHP Facility. Mid- and upper-level construction activities plus periodic crane activities would be seen above this intervening screening, in the vicinity of the cold store.
		Operation (Year 1 & Year 15)	Medium	Major – **Significant**	In the operation phase the main building at the EfW CHP Facility would be only appear marginally taller than the adjacent but closer cold store, that would possess similar scale and mass. However, the 90m high chimneys would be the tallest elements in these Receptors' northern views and would act as a focal point. Their visual role would be exacerbated when the plume would be very occasionally visible in daytime. The magnitude of change would be Medium in the most open views available to residents in northern part of Begdale, and during both the construction and the operational phase with a Major level of effect that would be Significant for a small number of dwellings.

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Elm – north of Begdale Road. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Low	Moderate - **Not Significant**	Over a minimum separation distance of 1.3km this group of community visual Receptors' views of the construction activities would be almost exclusively limited to the small proportion of the Receptors in properties that provide them with full or partial views to the north-west. All ground and lower-level construction activities would be screened by the vegetation alongside the A47, whilst mid-level activities on the main building at the EfW CHP Facility would usually be screened by the 33m high cold store. Hence the residual, visible construction activities would be restricted to the uppermost activities during construction phase. During the operation phase the EfW CHP Facility and the closer, cold store would be similar in overall mass and general appearance. Hence the EfW CHP Facility would be an incremental change as opposed to an unprecedented change in a view. The chimneys and their occasional visible plumes would potentially act as a focal point due to their vertical form.
		Operation (Year 1 & Year 15)	Low	Moderate - **Not Significant**	
Elm – south of Begdale Road. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	The uppermost crane and construction activities and subsequently the top of the chimneys would only potentially be visible in north-western views to a very small proportion of visual Receptors within this community. The occasional visible plume could be seen by slightly more visual Receptors, but over separation distances of 1.7km to 2.4km, any temporary visual role would be very limited.
		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Friday Bridge area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	This community Receptor groups' northern views from properties at the western end of the settlement are screened by three nearby narrow belts of trees, two of which are coniferous. Any views available to visual Receptors would be typically confined to oblique views of the uppermost construction and crane activities and subsequently the tops of the chimneys at the EfW CHP Facility Site. These oblique views would typically only be available from west-facing, first-floor windows in two storey properties on the western side of B1101 and at separation distances of ~2.6km to ~3.2km. A very large proportion of community visual Receptors in Friday Bridge would have no views. In the operation phase occasional views of the tops of chimneys and the occasional visible plumes would be available.
		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	
Emneth – west. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Over separation distances of between ~2.7km and ~3.7km the uppermost crane and construction activities and subsequently the uppermost part of the main building and chimneys at the EfW CHP Facility would be minor elements seen above intervening tree cover and/or rooflines of built development in eastern Elm. Any visibility of these visual elements and the occasional visible plume would be dependent upon the availability of open, middle distance, north-western views. These would be most likely to be available from first floor, north- or west-facing windows in residential properties: conditions that would apply to only a very small proportion of community visual Receptors on this part of Emneth.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Emneth – east. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility, & 9.3i: Chimneys ZTV within 5km** shows that in ZTVs analogous with the upper construction activities and the crane activities coverage is almost completely absent across this community. Over a minimum separation distance of 4.8km, occasional views of the upper section of the chimneys and the occasional visible plume would be available to just a small proportion of visual Receptors with elevated, open, north-western views.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
Chequers Corner/Marshland St. James area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Although they could be potentially visible to visual Receptors across a moderate proportion of this community, the uppermost construction and the crane activities at the EfW CHP Facility Site would be seen above a narrow section of the western horizon over separation distances of ~4.2 km to ~8.5 km. They would be minor elements of available views that nearly always contain existing vertical elements, usually closer telegraph, or electricity distribution network poles. A similar situation would apply in the operation phase: the proportion of the EfW CHP Facility that would be visible would vary, but it would be seen in the same part of the view as the cold store.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
The Smeeth/ St. John Fen End area.	High	Construction	Very Low	Minor – **Not Significant**	Over separation distances of at least 8.5km, the relatively limited nearby and intervening vegetation cover would be sufficient to provide effective screening in all seasons.

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	Where middle- and long-distance views are available to the south-west, even the uppermost construction activities at the EfW CHP Facility Site would be difficult to pick out in casual views. In the operation phase the tops of the chimneys and the occasional visible plume would have a minimal visual role.
Terrington St. John/Tilney St. Lawrence area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction Operation (Year 1 & Year 15)	Very Low Very Low	Minor – **Not Significant** Minor - **Not Significant**	Over a minimum separation distance of 9.6km, the limited nearby and intervening vegetation cover is sufficient to provide effective screening in all seasons. Where middle- and long-distance views to the south-west are available within this community, they do not extend sufficiently far to enable visual Receptors to pick out crane activity on the far side of Wisbech. Nevertheless, in the operation phase the minimal visual role of the upper sections of the chimneys could be slightly augmented by the occasional presence of the visible plume .
Walpole Highway area. The construction and operation of the Proposed Development	High	Construction	Very Low	Minor - **Not Significant**	Over a minimum separation distance of 8.0km, community visual Receptors in properties and open spaces in the main settlement would be highly unlikely to have any views of even the most elevated construction activities at the EfW CHP Facility Site just above a narrow

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	section of the south-western horizon. Cranes would be very susceptible to screening by even limited tree cover and seen in the visual context of the much closer and taller 400kV pylons. The minimal visual role that would be played by the tops of the chimneys when infrequently visible, could be increased by the occasional visible plume.
Walton Highway area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Over a minimum separation distance of ~5.7 km, visual Receptors in properties and open spaces in the main settlement with open south-western views could only have occasional views of the most elevated construction activities at the EfW CHP Facility Site just above a narrow section of the south-western horizon. Intervisibility would be restricted by existing intervening vegetation cover. During the operation phase the scale of the chimneys would be very small compared with both the existing 400kV pylons and 132kV poles. The chimneys would be typically screened by existing intervening tree cover.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
West Walton area. The construction and operation of the Proposed Development could introduce new	High	Construction	Very Low	Minor - **Not Significant**	The ZTVs show that any views of the uppermost crane and construction activities would be restricted to the small proportion of visual Receptors on the southern edge of West Walton. Over a minimum separation distance of ~5.3km construction and crane activities at the EfW CHP

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	Facility Site would only be minor elements in these community visual Receptors' views. During the operation phase these community visual Receptors would have infrequent views of the tops of the chimneys, although their minimal visual role could be slightly augmented by the periodic presence of the visible plume.
Walpole St. Peter & Walpole St. Andrew area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Over a minimum separation distance of ~9.5km construction and crane activities at the EfW CHP Facility Site would only be very minor elements in these views, highly vulnerable to screening by intervening vegetation. During the operation phase these community visual Receptors would have infrequent views of the tops of the chimneys, although their minimal visual role could be slightly augmented by the occasional visible plume.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
Leverington area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements	High	Construction	Low	Moderate - **Not Significant**	There are few visual Receptors in this community with open south-eastern views that would be needed to allow views of the uppermost construction and crane activities at the main building at the EfW CHP Facility Site. Where visible over a minimum separation distance of ~2.7km, these activities would form temporary, but minor new visual elements above a narrow section of the tree-lined

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Low	Moderate - **Not Significant**	south-eastern horizon and would act as a focal point in these views. Most visual Receptors in properties, their curtilages and open spaces in this community would be highly unlikely to have any views of the construction activity. In the operation phase the screening by existing tree cover and/or the high density of nearby built development in an area with flat topography would continue to severely restrict any views of the upper section of the boiler house building, and chimneys as well as the occasional visible plume. Where visible these components of the EfW CHP Facility would provide a visual contrast and focal point.
Gorefield area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Over separation distances of ~4.3km to ~6.3km, potential views would be limited to community visual Receptors located on the southern and eastern edges of the community. However, even in winter months many of these views of the uppermost construction and crane activities at the EfW CHP Facility Site would be heavily filtered by an intervening line of Lombardy poplars. During the operation phase the screening that would continue to be provided by intervening tree cover and/or the high density of nearby built development in an area with flat topography would continue to severely restrict any views of the upper section of the boiler house building, chimneys, and occasional visible plume.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
Wisbech St. Mary & Leverington Common.	High	Construction	Very Low	Minor - **Not Significant**	Over a minimum separation distance of ~2.9km, a small number of this group of community visual Receptors with the open eastern views will have the potential for views of the upper parts of the cranes during the construction

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	phase. Nevertheless, these activities would be frequently screened by existing intervening tree cover, even in winter months. In the operation phase, ZTVs indicate that only a small proportion of the visual Receptors in this community would have any views of the main building at the EfW CHP Facility with these views being confined to its upper section, the chimneys, and the occasional visible plume.
Guyhirn area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	This community extends across the widely dispersed network of residential properties and farms across Wisbech High Fen northward to Murrow and north-east to Wisbech St. Mary. There is potential for the uppermost construction and crane activities at the EfW CHP Facility Site to be visible in open eastern views over separation distances of ~5-10km. At these separation distances views are predicted to be frequently screened by existing intervening tree cover in the fore or middle ground of the views. During the operation phase, the top of the chimneys and the occasional visible plume would potentially be seen in a proportion of eastern views. However, there are already other vertical elements of a similar scale such as wind turbines and numerous telegraph and electricity wooden poles present in most of the wider eastern views available to visual Receptors in this community.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
Upwell & Outwell area.	High	Construction	Very Low	Minor - **Not Significant**	Over a minimum separation distance of 6.4km, a small proportion of visual Receptors in this community would

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	have at least partial; views of the uppermost construction and crane activities at the EfW CHP Facility Site. They would be minor elements in their north-western views. Most visual Receptors in properties in this community do not possess the required open, long-distance views and it is likely that the construction activities would be predominantly screened by existing intervening tree cover. In the operation phase, views of the chimneys' tops, and particularly the main building at the EfW CHP Facility would be rarely available, except in the north-western part of the community. Even in the north-western part of the community, visual Receptors would only have partial views of the uppermost components behind the closer cold store.
Wiggenhall St. Mary Magdalen, St. Germans and Watlington area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	No Change	No Effect	Over separation distances of ~14-17km the uppermost construction and crane activities would be difficult for visual Receptors to pick out above the western horizon and frequently screened by existing intervening vegetation. The main building and the chimneys at the EfW CHP Facility would be almost always screened in visual Receptors' long distance, western views. Over separation distances of more than 14 km, any potential views of the occasional visible plume would still result in no effects.
		Operation (Year 1 & Year 15)	No Change	No Effect	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Terrington St. Clement area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	No Change	No Effect	Over separation distances of ~15-17km, even in open south-western views available to a proportion of the community's visual Receptors, the uppermost construction and crane activities would be difficult to identify. In most views there is sufficient coalescing tree cover in the middle distance to screen any views of the main building and the chimneys at the EfW CHP Facility. This would be almost always screened in visual Receptors' long distance, western views as evidence by the very fragmented ZTV across this community. Over separation distances of more than ~15km, any potential views of the occasional visible plume would still result in no effects.
		Operation (Year 1 & Year 15)	No Change	No Effect	
Sutton Bridge area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	No Change	No Effect	Over separation distances of ~14-17km potential views would be confined to the small proportion of visual Receptors located on the southern edge of this settlement and surrounding area. Even in open southern views, the uppermost construction and crane activities at the EfW CHP Facility Site would be difficult to identify and they would be typically screened by even limited vegetation in the fore- or middle ground in such views. In the operation phase when the chimneys and occasional visible plume could be seen by some of the visual Receptors in this community, there are numerous other closer vertical elements in the baseline view such as the seven turbines at the Grange Wind Farm and the chimneys at Sutton Bridge Power Station.
		Operation (Year 1 & Year 15)	No Change	No Effect	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Tydd St. Mary & St. Giles area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	Any potential views over separation distances of ~9-11km would be confined to the small proportion of visual Receptors located this extensive community. Although some visual Receptors' southern and south-eastern views are relatively open and long distance, these views already contain numerous pylons including 45-48m high steel lattice pylons. Occasional views of crane activities at the EfW CHP Facility Site would be a minor visual element. A similar situation would arise with the occasional limited views of the tops of the chimneys and the occasional visible plume low above a narrow section of the horizon.
		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	
Parson Drove & Murrow area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	Over separation distances of ~7km – 9km, visual Receptors in open locations on the edge or outside of the two settlements would potentially have limited views of the most elevated construction and cranes activities at the EfW CHP Facility Site seen low above the eastern horizon with very limited tree cover for screening. Limited views of the top of the chimneys and the occasional visible plume low above a narrow section of the eastern horizon in the context of extensive views in more than one direction could only result in a small proportion of the community's visual Receptors' sustaining a very low magnitude of change.
		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	
East of Thorney area. The construction and operation of the Proposed Development	High	Construction	No Change	No Effect	Over separation distances of at least 15km, if visual Receptors in this dispersed community do have the required open, long distance, eastern views, the most elevated construction, and crane activities at the EfW

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor – **Not Significant**	CHP Facility Site would be difficult to pick out in casual views. The chimneys and the occasional visible plume would be minor visual elements low on the horizon. However, if there are no other suitable intervening screening elements, they could be discernible in favourable weather conditions.
March area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor – **Not Significant**	Over a minimum separation distance of ~7km, a proportion of this community's visual Receptors on the edge of the town could have views of the uppermost construction and crane activities at the EfW CHP Facility Site. These activities would be minor elements, especially in Receptors' views where the closer turbines at Coldham/Coldham Extension and Stags Holt Wind Farms are in the same field of view. In the operation phase, the chimneys tops and the occasional visible plume would only provide a limited presence in the views of a small proportion of this community's visual Receptors.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
Downham Market area. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	No Change	No Effect	Over a minimum separation distance of ~14.5km, the uppermost construction and crane activities at the EfW CHP Facility Site would be likely to be screened. If views are available, they would be minor elements in visual Receptors extensive views and would be lower than the closer 400kV pylons. In the operation phase, there would be limited potential for some visual Receptors, principally the small proportion in the western part of the community around Stow Bardolph Fen, to see the occasional visible plume above a narrow section of western horizon in their extensive, very open views in this direction.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	

1. The sensitivity of a Receptor is defined using the criteria set out in **Appendix 9B** and is defined as low, medium, and high.
2. The magnitude of change on a Receptor resulting from activities relating to the development is defined using the criteria set out in **Appendix 9B** and is defined as very low, low, medium, and high.
3. The significance of the environmental effects is based on the combination of the sensitivity of a Receptor and the magnitude of change and is expressed as major (significant), moderate (may or may not be significant depending on professional judgement) or minor/negligible (not significant), subject to the evaluation methodology outlined in **Appendix 9B.**

Table 9.172 Summary of significance of adverse effects: recreational visual Receptors

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Regionally Promoted Routes					
Nene Way – south of Wisbech. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Low	Moderate - **Significant**	The assessment primarily applies to recreational Receptors travelling northwards as for recreational Receptors travelling southwards the EfW CHP Facility will be 'behind them' for all but ~1.5km of the 19.3km long section of the Nene Way. When travelling northwards recreational visual Receptors theoretically would have almost constant views of the more elevated construction and crane activities at the main building of the EfW CHP Facility over varying separation distances. Along the closest subsection of the Way, the intervening, large-scale built development close to the B198 would screen views of all the construction activities with just the activities at the tops of the chimneys being visible. However, in views from some other relatively close parts of the route, recreational visual Receptors would have views of the uppermost construction activities, and subsequently during the operation phase, of the upper sections of the main building at the EfW CHP Facility, the chimneys, and the occasional visible plume. When travelling along the more distant, western subsections of the Way to the west of Guyhirn, the scale of any activities or components visible above a narrow section of the horizon would be either screened by nearby tree cover, or in less restricted views, where glimpsed would have only a minor role in Receptors' extensive views.
		Operation (Year 1 & Year 15)	Low	Moderate - **Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Nene Way – north of Wisbech. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Southbound recreational visual Receptors using the northernmost ~14km of the Way theoretically would have almost constant views of the more elevated construction and crane activities above a narrow section of southern horizon. During the operation phase the top of the chimneys at the main building of the EfW CHP Facility Site would be visible until recreational visual Receptors enter the north of Wisbech when the density of built development would ensure that recreational visual Receptors would have no views along the closest ~1.7km of the route. However, along the more distant northern subsection, the visual role of these elevated elements would be reduced by the separation distances and the role played by other, closer, and apparently taller vertical elements such as lattice pylons.
		Operation (Year 1 & Year 15)	Low	Moderate – **Not Significant**	
Hereward Way. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	At their closest point alongside the Coldham/Coldham Extension and Stags Holt Wind Farms north-east of March, recreational visual Receptors would be 7.8km to the south of the EfW CHP Facility Site. On the limited occasions where uninterrupted, open, long distance northern views are available to recreational visual Receptors, the cranes and subsequently the chimneys and upper section of the EfW CHP Facility would be minor elements, even in views from the route's closest subsection. In addition, in these views from the closest subsection, the cranes, main building and chimneys would always be seen in the same field of view as the much closer and taller wind turbines.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Fen Rivers Way/Ouse Valley Way. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	No Change	No Effect	At a minimum separation distance of 14.5km the uppermost, construction activities and subsequently the top of the EfW CHP Facility and its chimneys would be intermittent and susceptible to screening by appropriately located small areas of tree cover and tall vegetation. When uninterrupted, open, long distance western views are available to recreational visual Receptors, these components and potentially the occasional visible plume would be minor elements. They would always be highly susceptible to screening by even very limited, nearby, and intervening tree cover.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
Nationally Promoted Cycle Routes					
Sustrans NCR 1 – east of Wisbech.	High	Construction	Very Low	Minor - **Not Significant**	The convoluted route of the section of NCR 1 between King's Lynn and Wisbech follows minor roads and droves

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	through the flat, open landscape of the north-eastern quadrant of the LVIA Study Area. When cycling along the closest subsection in Wisbech, recreational visual Receptors' southern views towards the EfW CHP Facility Site would always be screened by nearby and intervening built development. When cycling along the more distant subsections routed through rural areas, as with other visual Receptor groups, cyclists' views would always be restricted to the most elevated construction activities and operational components. These would be minor elements in extensive and usually transient views that frequently include many poles and pylons. Consequently, these components would be often screened by even limited amounts of intervening tree cover.
Sustrans NCR 63. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High to Medium	Construction	Medium	Moderate - **Significant**	NCR 63 traverses the south-western quadrant of the LVIA Study Area following a twisting route on minor roads from Whittlesey to March then drove roads to the southern part of Wisbech via Begdale and north-western Elm and into Wisbech. The magnitude of change for all phases would vary from Very Low or no change on some more distant subsections to Medium for the brief section routed along the open Begdale Road within ~1.3km of the southern boundary of the EFW CHP Facility Site where the sensitivity is Medium. Despite this short section of the route where significant effects would be briefly experienced, the change in views experienced by cyclists elsewhere on the NCR 63 within the Study Area would be **Not Significant**.
		Operation (Year 1 & Year 15)	Medium	Moderate - **Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Sustrans NCR 11 – northern section (Ten Mile Bank/Downham Market/King's Lynn. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction Operation (Year 1 & Year 15)	No Change No Change	No Effect No Effect	This ~18km long section of NCR 11 is routed on the eastern edge of the LVIA Study Area and is therefore at least ~16 km from the EfW CHP Facility. Recreational visual Receptors cycling would be highly unlikely to be able to discern the cranes and subsequently the tops of the chimneys and the occasional visible plume in transient, oblique views in which other closer, and apparently larger, vertical elements are also frequently visible.
Tourist & Visitor Attractions					
Peckover House and Garden. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction Operation (Year 1 & Year 15)	No Change No Change	No Effect No Effect	Over a minimum separation distance of 1.6km, the screening that is provided by the intervening, built development in western Wisbech, especially on South Brink, would be sufficient to prevent any views of the uppermost crane and construction activities and subsequently of the chimneys and the occasional visible plume even under its maximum potential parameters.

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Elgood's Brewery Gardens. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor- **Not Significant**	Recreational visual Receptors visiting the Brewery Garden benefit from a much greater level of screening by the Brewery's buildings and the large number of mature trees within the Garden than Receptors on the adjacent Nene Way/North Brink. Any view of the uppermost crane and construction activities and subsequently of the chimneys and occasional visible plume that could be available from the more open parts of the Garden would be heavily filtered.
		Operation (Year 1 & Year 15)	Very Low	Minor- **Not Significant**	
Walpole Water Garden The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	No Change	No Effect	As the Gardens are sited in an enclosed location in the middle of the settlement of Walpole with a minimum separation distance to the EfW CHP Facility Site of 10km, visitors would have no potential views of any construction activities nor the tallest operational components.
		Operation (Year 1 & Year 15)	No Change	No Effect	
WWT Welney Wetland Centre. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into	High	Construction	No Change	No Effect	As the Wetland Centre is mostly located at a low elevation between levees or embankments outward views are rarely available to visitors and over a separation distance of ~15 km to the EfW CHP Facility Site, the uppermost construction activities, and subsequent tallest operational components, including the chimneys, would require favourable weather conditions to be discernible.
		Operation (Year 1 & Year 15)	Very Low	Minor- **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
recreational Receptors' views resulting in adverse effects upon their visual amenity.					
Nene Washes Nature Reserve, Eldernell. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor- **Not Significant**	Although the Nature Reserve is located at a low elevation, outward views to the north-east are exceptionally open. However, over a separation distance of ~16.5km to the EfW CHP Facility Site, the uppermost construction activities, and subsequent tallest operational components, including the chimneys, and the occasional visible plume would require favourable weather conditions to be discernible.
		Operation (Year 1 & Year 15)	Very Low	Minor- **Not Significant**	
Rings End Local Nature Reserve The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor- **Not Significant**	The crane activities and subsequent 90m high chimneys and the occasional visible plume would be visible as small-scale elements in any open north-eastern views available to visitors.
		Operation (Year 1 & Year 15)	Very Low	Minor- **Not Significant**	
Public Rights of Way (Individual and networks numbered as per Figure 9.13)					

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
1) Halfpenny Lane (Elm to northern end of New Drove). The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Medium	Major - **Significant**	Over a minimum separation distance of 800m, a combination of the intervening screening vegetation and the cold store would screen views of all the ground and lower-level construction activities. As the construction progresses the principal components at the EFW CHP Facility will become visible above the intervening vegetation, and for some built components at the main building, eventually above the cold store. At least a proportion of the crane activities will be visible for most of the construction period. These elements will be above the horizon in an angle of view of 15-20° alongside or behind the cold store. Recreational visual Receptors would have short-lived close distance views of the excavation, cable laying and backfilling for the closest subsections of the Grid Connection and potentially the Water Connections the former whose route crosses the A47 verge in the location at which the byway runs either side of the A47. In the operation phase, as well as the middle and upper parts of the EfW CHP Facility being a prominent visual element seen alongside the cold store, the 90m high chimneys and occasional visible plume would 'draw the eye' of these recreational Receptors. However, Receptors would have no views of any ground or lower-level components, or traffic movements.
		Operation (Year 1 & Year 15)	Medium	Major - **Significant**	
2) PRoWs west of Begdale: Crooked	High	Construction	Medium	Major - **Significant**	Over separation distances of ~1.0 - 2.9km, the middle-and upper-level construction and crane activities would be

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Bank/Narrow Drove/Broad Drove. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Medium	Major **Significant**	visible above a narrow section of the horizon in Receptors' north-western views. They would be seen alongside the cold store and vehicular movement along A47. All lower- and ground level construction activities and plant movement would be screened. In the operation phase, the upper parts of the main building at the EfW CHP Facility and the chimneys would be readily visible and would act as a focal point. Recreational visual Receptors would have no views of operational ground and lower-level activities or components.
3) PRoW Elm- Collett's Bridge. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction Operation (Year 1 & Year 15)	Very Low Very Low	Minor - **Not Significant** Minor - **Not Significant**	The trees alongside this sheltered PRoW allied with high levels of nearby built development in Elm would filter some views for recreational visual Receptors. Over separation distances of 1.8 km – 2.7km limited they could sustain views of the uppermost construction activities and subsequently of the top of the EfW CHP Facility main building and its chimneys over rooftops of properties in Elm and through tree cover in this part of Elm. The combination of screening would result in highly limited views for northbound recreational visual Receptors (and no views for southbound recreational visual Receptors).
4) PRoWs north of Emneth (Gray's Lane, Mill Road & north of Wilkin's Road). The construction and operation of the Proposed Development could introduce new temporary	High	Construction	Very Low	Minor - **Not Significant**	Over separation distances of 2.6km – 3.5km, when using open sections of these routes, recreational visual Receptors would have some views of the uppermost construction and crane activities, and subsequently of the top of the EfW CHP Facility main building and its chimneys above a narrow section of western horizon which is formed by intervening tree cover. The upper section of the cold

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	store would provide additional screening or be seen alongside these elements. There would be potential views of some of the short-lived construction activities for the Grid Connection in the context of A47. However, these activities would be visually comparable to highway maintenance works.
5) PRoWs Stow Lane & east of Meadowgate Lane, eastern Wisbech. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Any partial views briefly available to recreational visual Receptors would be above an extensive area of built development across southern Wisbech. This development would screen all ground, lower- and middle level construction activities. There could be potential views of the short-lived construction activities for the Grid Connection. However, these small-scale activities would be over separation distances of at least 800m, undertaken at night along the verge of the A47 and as such would be easily screened and barely discernible. In the operation phase, there could be some potential for periodic, glimpsed views of the upper section of the chimneys and the occasional visible plume over a minimum separation distance of more than 2.0km.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
6) Network of Other Routes with Public Access – Droves between Walton Highway and Marshland St. James. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse	High	Construction	Very Low	Minor - **Not Significant**	Recreational visual Receptors using this remote network would have periodic views of the uppermost construction and crane activities and subsequently of the top of the EfW CHP Facility main building and its chimneys. All these components would be seen low above a narrow section of the south-western horizon. The EfW CHP Facility would be frequently screened by existing intervening vegetation cover and even where partially visible, over a minimum separation distance of approximately 5km, the EfW CHP Facility would be perceived as a distant visual element.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
effects upon their visual amenity.					
7) Network of Other Routes with Public Access – Droves between West Walton and Ingleborough. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Recreational visual Receptors using this remote network would have periodic views of the uppermost construction and crane activities and subsequently the top of the EfW CHP Facility main building and its chimneys low above a narrow section of the south-western horizon. The EfW CHP Facility would be frequently screened by existing intervening vegetation cover and even where partially visible, over a minimum separation distance of approximately 5.6km, the EfW CHP Facility would be perceived as a small-scale, distant visual element.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
8) Network of Other Routes with Public Access between Walsoken and West Walton. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Recreational Receptors using this PRoW network potentially would have periodic views of the uppermost construction and crane activities, and subsequently of the top of the EfW CHP Facility main building, its chimneys and the occasional visible plume seen low above a narrow section of the southern horizon. These components would be frequently screened by existing intervening vegetation cover and over a minimum separation distance of approximately 3.8km when not screened they would be minor visual elements.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
9) PRoW 'The Still' south of Leverington. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Low	Moderate - **Not Significant**	With separation distances of ~1.8km to ~2.8km, these recreational visual Receptors move across an open, agricultural landscape and for the potentially impacted southbound Receptors, the middle distance, flat, treelined horizon in their view is periodically broken by built development within and on the western edge of Wisbech. There would be sufficient screening to ensure that they would have no views of ground and lower-level construction activities. The middle and upper construction and crane activities taking place during the construction phase would be visible above a narrow section of the south-eastern horizon. The operational EfW CHP Facility would form a focal point low above a short section of the south-eastern horizon seen above the intervening vegetation that would screen all lower operational components and plant movement.
		Operation (Year 1 & Year 15)	Low	Moderate - **Significant**	
10) Byways at Leverington Common. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Over a minimum separation distance of ~3km, localised screening would be provided by the orchards and plantation that are located adjacent to the northern part of the PRoW network as well as by narrow rows of Lombardy poplars in the intervening middle distance. Hence recreational visual Receptors using these PRoWs potentially would have intermittent views of the uppermost construction and crane activities. In the operation phase intermittent views would be available of the top of the EfW CHP Facility main building, its chimneys and occasional visible plume, with occasional views of the upper section of the main building. The main building at the EfW CHP Facility would be frequently screened by intervening vegetation cover, even in winter months, and where
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
					discernible the upper section of the chimneys would comprise a minor new built element in the views.
11) Network of Other Routes with Public Access - Pulley's Lane/Elbow Bank/Low Lane at North Level and at Bunkers Hill. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.	High	Construction	Very Low	Minor - **Not Significant**	Where they are available over minimum separation distances of more than ~6km, views towards the EfW CHP Facility Site are punctuated and partly screened by existing intervening tree cover, including orchards and Lombardy poplar field boundaries north-west of Wisbech St. Mary. Recreational visual Receptors' views would be limited to the uppermost construction and crane activities, and subsequently the upper sections of the main building and chimneys at the EfW CHP Facility seen low above a narrow section of the eastern/south-eastern horizon. Existing vegetation cover in the foreground and middle ground of the views would ensure that visibility of the EfW CHP Facility would not be frequently available. The chimneys would have a similar visual scale as closer telephone and electricity distribution poles which are common visual components in these Receptors' views.
		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	
12) PRoWs around Murrow and Thomolas Drove. The construction and	High	Construction	Very Low	Minor - **Not Significant**	Along sections of this PRoW network where recreational visual Receptors would have completely open views towards southern Wisbech, the uppermost crane and

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
operation of the Proposed Development could introduce new temporary and/or permanent elements into recreational Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Minor - **Not Significant**	construction activities, and subsequently, the upper sections of the main building at the EfW CHP Facility would be visible as well as the chimneys and the occasional visible plume. However, over a minimum separation distance of 6km, these would be small-scale elements and would be frequently screened by existing intervening tree cover, including the locally characteristic belts of Lombardy poplars. The chimneys would potentially draw Receptors' attention, but they would have the same visual scale and form as closer telephone and electricity distribution poles which are common visual components in Receptors' views.

1. The sensitivity of a Receptor is defined using the criteria set out in **Appendix 9B** and is defined as low, medium, and high.
2. The magnitude of change on a Receptor resulting from activities relating to the development is defined using the criteria set out in **Appendix 9B** and is defined as very low, low, medium, and high.
3. The significance of the environmental effects is based on the combination of the sensitivity of a Receptor and the magnitude of change and is expressed as major (significant), moderate (may or may not be significant depending on professional judgement) or minor/negligible (not significant), subject to the evaluation methodology outlined in **Appendix 9B.**

Table 9.18 Summary of significance of adverse effects: vehicular visual Receptors

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
A47 eastbound (to Wisbech). The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	High	Major – **Significant**	Eastbound vehicular Receptors' views could be almost continuous; however, site visits demonstrate that the A47 possesses enough roadside planting at properties' curtilages and within periodic shelterbelts to break up vehicular visual Receptors' transient views. Consistent views of the middle and upper-most construction and crane activities would only become available after the junction with South Brink, i.e., for ~600m up to the traffic island at the southern end of B198. These transient views would then continue for a further 1km until the EfW CHP Facility Site would be screened by the cold store in Receptors' now oblique views. In the most open, views available for approximately 1.6km, the operational EfW CHP Facility would be the most prominent individual component in these brief, transient views including the possibility of some views of ground level components and plant movement on its southern side. In these views the EfW CHP Facility would always be seen in the context of other extensive built development on the southern edge of Wisbech including the cold store. Although a short-lived high magnitude of change would be sustained by Receptors on ~1.6km of A47, the overall effect for the majority of the route would be not significant. The construction phase assessment has considered the incremental visual role that would be generated by the construction of the Grid Connection in the verge of the A47 between New Bridge Land and northern junction with B198 (Broad End Road). These activities would last for six months and take place at night in 200m long sections. The Grid Connection construction activities would be perceived as standard highways maintenance works and would be undertaken overnight. In operation phase there would be no visual presence from the Grid Connection other than periodic small marker posts.
		Operation (Year 1 & Year 15)	High	Major – **Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
A47 westbound (to Wisbech). The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Low	Minor – **Not Significant**	Westbound vehicular Receptors would have theoretical frequent views towards the EfW CHP Facility Site. However, site visits demonstrate that several subsections have continuous shelterbelts alongside and/or orchards in adjacent fields that screen or at least heavily filter Receptors' south-western views towards the EfW CHP Facility Site, often between traffic moving in the opposite direction. Longer-lasting, consistent views of these activities and components would be likely to only be available to Receptors travelling south-west along the closest ~3.5km of the south-westbound A47. The spatially and temporally very limited role of the Grid Connection located in the A47 verge during construction and operation phases, would be as outlined for A47 eastbound vehicular visual Receptors.
		Operation (Year 1 & Year 15)	Low	Minor – **Not Significant**	
B198 Cromwell Road (south-west of town centre). The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Medium	Moderate – **Significant**	Other than its southern-most 600m south of junction with New Bridge Lane where a Medium magnitude would be experienced, vehicular visual Receptors travelling along B198 are travelling through a well-developed urban area. Localised change and constant movement are key established characteristics in their views. For the majority of the route only the uppermost construction and crane activities and subsequently the upper section of the main building and chimneys at the operational EfW CHP Facility could be periodically seen above the roofs of intervening, large-scale, built development. There would be no views of the CHP Connection or any lower level or ground level components.
		Operation (Year 1 & Year 15)	Medium	Moderate – **Significant**	
B198 (north-east) of town centre.	Medium	Construction	No Change	No Effect	The subsection of the northern B198 routed within Wisbech is mostly outside the ZTVs due to nearby built development. Vehicular Receptors could have only very short-lived, glimpsed

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	No Change	No Effect	views of the uppermost construction and crane activities and subsequently of the upper section of the main building and chimneys at the operational EfW CHP Facility only when travelling along the more distant subsection east of Walsoken when oblique south-western views are available between built development.
A1101 south of Wisbech town centre – northbound. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	The A1101's route through settlements has the consequence that it is often on the edge of ZTVs where they become broken. The uppermost construction and crane activities and subsequently the upper section of the main building and chimneys at the operational EfW CHP Facility, would only be intermittently visible to these vehicular visual Receptors. When visible these elements would be relatively small-scale, even along the closest open subsections of A1101 close to Emneth, (minimum separation distance of 2.3km). As vehicular Receptors enter northern Elm and then Wisbech, roadside residential properties and vegetation combine to reduce any potential views to oblique, partial and fleeting views.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	
A1101 south of Wisbech town centre – southbound.	Medium	Construction	No Change	No Effect	Vehicular visual Receptors in vehicles that are travelling southwards i.e., leaving Wisbech would only potentially have increasing oblique views towards the EfW CHP Facility Site for 2.3km until they reached A47. South of this junction all potential

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	views would be 'behind' the southbound travelling vehicles and Receptors. Any oblique views of the uppermost construction activities and subsequently of the top of the chimneys at the EfW CHP Facility would be glimpsed and intermittent for Receptors travelling in southbound vehicles. When briefly seen over a minimum separation distance of 1.4km, the chimneys, and more infrequently, the upper sections of the main building at the EfW CHP Facility, would have a limited visual role and would be viewed in a busy urban/suburban context.
A1101 Long Sutton – Wisbech – southbound. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	This section of A1101 from A17 west of Sutton Bridge to the centre of Wisbech is ~13km long. Southbound vehicular visual Receptors' views would be over separation distances of ~3.5km to ~13.8km and would only include the uppermost construction and crane activities and subsequently the top of the chimneys at the EfW CHP Facility. These would always be small-scale components in Receptors' southern views and consequently would be susceptible to intermittent but regular screening by the limited tree cover located alongside and close to A1101.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	
A1122 Downham Market – Outwell.	Medium	Construction	Very Low	Negligible – **Not Significant**	When traveling along the limited subsections where open north-western views would be occasionally available to westbound vehicular visual Receptors, the uppermost construction and

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	crane activities and subsequently of the top of the chimneys at the EfW CHP Facility would be minor components. Views of the Proposed Development would frequently be screened by existing intervening vegetation.
A141 Wimblington – Guyhirn. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	Views would only be potentially available to Receptors in vehicles travelling north as when travelling in the opposite southern direction, the EfW CHP Facility would be 'behind' the Receptor. At the closest part of A141 at Guyhirn any views would be over a separation distance of ~7.3km. The uppermost construction and crane activities and, subsequently, the top of the chimneys at the EfW CHP Facility would be minor components, where open views are available noting that visibility is typically restricted by intervening vegetation and especially built development around March.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	
A17. The construction and operation of the Proposed Development	Low	Construction	No Change	No Effect	At its closest subsection south of Sutton Bridge to Walpole Cross Key, Receptors travelling along A17 would be ~13km away from the EfW CHP Facility Site. These separation distances combined with the likely speed of travel along a largely straight 'A' road that

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	only provides Receptors with potential transient, oblique views would ensure that any fleeting views of the uppermost construction and crane activities and, subsequently, of the top of the chimneys at the EfW CHP Facility would be minor components that would be unlikely to be noted in Receptors' casual views.
B1101 March – Elm. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	These vehicular visual Receptors would theoretically have almost continuous views of the uppermost construction and crane activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility. However, at a minimum separation distance of ~4km, the visible components would be perceived as small-scale elements. Vehicular visual Receptors' views would become heavily screened and intermittent when travelling along the northern subsection through Friday Bridge and Elm due to adjacent built development and vegetation.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	
B1165 Whaplode Fen – Newton. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors'	Medium	Construction	Very Low	Negligible – **Not Significant**	The B1165's twisting route would ensure that views would regularly alternate between forward-facing, oblique and rear views. With separation distances over 5.8km, when periodic views would be available the uppermost construction activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility any visible component would be minor visual elements. They would be intermittently screened by the limited levels of existing vegetation cover alongside and close to the B1165.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
views resulting in adverse effects upon their visual amenity.					
B1169 Parson Drove – Leverington. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	Any views would be over separation distances of ~8.6km - 2.7km. ZTVs show that when travelling along some subsections of B1169, Receptors could have some views of the uppermost construction and crane activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility. However, the way that ribbon development and some tree cover extend alongside the B1169 in Parson Drove, Church End and Leverington Common would ensure that any views would only be glimpsed. Vehicular visual Receptors' views would be completely screened by roadside, built development for the eastern-most 2km of the journey once Receptors' vehicles had entered Leverington.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	
B1542 – Tholomas Drove – western Wisbech. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	Any views of the EfW CHP Facility Site would be mostly restricted to Receptors traveling eastwards i.e., towards Wisbech over separation distances of ~8.1km – 1.3km. Ribbon development and some tree cover extend alongside the B1542 in Tholomas Drove, Bunker Hill and Wisbech St. Mary. Hence any views of the uppermost construction and crane activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility would be glimpsed or infrequent. Views would be completely screened by roadside, built development for the eastern-most 1.2km of the journey once Receptors' vehicles had entered western fringe of Wisbech.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
B1187 Guyhirn – Parson Drove - Throckenholt. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	Vehicular visual Receptors would have a minimum separation distance of ~7.7km from the EfW CHP Facility Site. When travelling along some subsections of B1187, Receptors could have some oblique views of the uppermost construction and crane activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility. The ZTVs are fragmented, especially around settlements like Murrow and Parson Grove where roadside, built development and vegetation would screen Receptors' potential eastern views.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	
Cox's Lane/Mile Tree Lane. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Low	Minor – **Not Significant**	When they are at the south-eastern ends of these roads, vehicular visual Receptors would have minimum separation distances of 600m from the western boundary of the EfW CHP Facility. Views would only be available to Receptors in vehicles travelling south-east. Despite their relative proximity vehicular visual Receptors would have no views of ground, lower- and middle level construction activities or of subsequent built development at the operational EfW CHP Facility due to extensive screening provided by the large scale, intervening buildings close to B198. Any views of the upper construction and crane activities would be heavily filtered by the rows of roadside trees on Mile Tree Lane and tall hedgerow alongside Cox's Lane. Subsequently only the top of the chimneys and the occasional visible plume would be possible.
		Operation (Year 1 & Year 15)	Low	Minor – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Lords Lane/Bevis Lane. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction Operation (Year 1 & Year 15)	Very Low Low	Negligible – **Not Significant** Minor – **Not Significant**	When they are at the south-eastern ends of these roads, Receptors would have minimum separation distances of 1.3km and 2km from the south-western boundary of the EfW CHP Facility Site. Views would only be available to Receptors in vehicles travelling south-east. Any views of the more elevated activities and components would be heavily filtered by the high level of tree cover alongside and close to these roads which pass through locally characteristic orchards. There could be some seasonal variation in view availability.
North Brink - Bevis Lane to Barton Road (B1542). The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction Operation (Year 1 & Year 15)	Low Low	Minor – **Not Significant** Minor – **Not Significant**	The proportion of the uppermost construction and crane activities that would be visible would vary along the ~3.4km long North Brink as it would for the subsequent upper section of the main building and chimneys at the operational EfW CHP Facility. However, all views would be at least partly screened by intervening built development on the far, eastern side of the River Nene close to the B198.

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Redmoor Lane. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Low	Minor – **Not Significant**	Redmoor Lane is ~1.5km long and people in north-west bound vehicles would have open views towards the EfW CHP Facility, although they are intermittently filtered or screened by adjacent orchards, built development and vegetation. These elements will cumulatively largely screen vehicular visual Receptors' views of the ground and some lower-level construction and operational components and activities. From the Lane's more open subsections, which tend to be the longer distance views, middle and upper construction activities and components of the operational EfW CHP Facility would be available although seen in the context of the cold store and other built development on the southern edge of Wisbech.
		Operation (Year 1 & Year 15)	Low	Minor – **Not Significant**	
Redmoor Bank & Belt Drove. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	The limited number of vehicular visual Receptors travelling along these routes would have a minimum separation distance of ~1.6km from the southern boundary of the EfW CHP Facility Site. Any views of the middle and upper construction activities and the subsequent main building and chimneys at the operational EfW CHP Facility would be seen in the context of other built development and a northern horizon with a relatively high level of tree cover.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Begdale Road. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Medium	Moderate – **Not Significant**	This 1.6km long, minor road links Begdale and Elm. The eastern-most 700m within Elm is lined with ribbon development that provides high levels of screening. When travelling along the remaining 900m of Begdale Road, vehicular visual Receptors will have oblique northern views towards the middle and upper construction and crane activities and the subsequent main building and chimneys at the operational EfW CHP Facility over a minimum separation distance of 1.3km. The closest views would be across the Wisbech solar farm and contain some of the 400kV pylons located nearby.
		Operation (Year 1 & Year 15)	Medium	Moderate – **Not Significant**	
New Bridge Lane south of A47. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	No Change	No Effect	This southern section of New Bridge Lane is now a cul-de-sac. It is blocked at close to its northern end so that it does not provide access for residents to the New Bridge Lane Caravan Park. It is also gated at its southern end at Begdale Road with no entry signs.
		Operation (Year 1 & Year 15)	No Change	No Effect	

Receptor and summary of potential effects	Sensitivity of Receptor[1]	Development Phase	Magnitude of change[2]	Significance[3]	Rationale for assessment conclusion
Wales Bank. The construction and operation of the Proposed Development could introduce new temporary and/or permanent elements into vehicular visual Receptors' views resulting in adverse effects upon their visual amenity.	Medium	Construction	Very Low	Negligible – **Not Significant**	Wales Bank is a 1km long minor road that links Begdale Road with B1101 at the southern end of Elm. At its closest, western end vehicular visual Receptors would have a separation distance of ~1.4km from the south-eastern corner of the EfW CHP Facility Site. Vehicular visual Receptors views would potentially be available to Receptors in westbound vehicles along approximately half the length of Wales Bank. Views would always be 'behind' Receptors travelling in eastbound vehicles. Site visits strongly indicate that overgrown hedgerows and short rows of hedgerow trees and shelterbelts on the northern side of Wales Bank would severely restrict the availability of open views apart from along a single ~100m subsection.
		Operation (Year 1 & Year 15)	Very Low	Negligible – **Not Significant**	

1. The sensitivity of a Receptor is defined using the criteria set out in **Appendix 9B** and is defined as low, medium, and high.
2. The magnitude of change on a Receptor resulting from activities relating to the development is defined using the criteria set out in **Appendix 9B** and is defined as very low, low, medium, and high.
3. The significance of the environmental effects is based on the combination of the sensitivity of a Receptor and the magnitude of change and is expressed as major (significant), moderate (may or may not be significant depending on professional judgement) or minor/negligible (not significant), subject to the evaluation methodology outlined in **Appendix 9B.**

9.10 Consideration of optional additional mitigation

9.10.1 No additional mitigation measures are proposed at this stage to further reduce the landscape and visual effects that are identified in this chapter of the Environmental Statement. This is because all relevant and implementable measures have been embedded into the development proposals and are assessed above in this chapter. These measures are considered to be likely to be effective and deliverable.

9.11 Implementation of environmental measures

9.11.1 **Table 9.19 Summary of environmental measures to be implemented – relating to landscape and visual** describes the environmental measures embedded within the Proposed Development and the proposed means by which they will be implemented, i.e., they will be secured through the discharge of DCO Requirements.

Table 9.19 Summary of environmental measures to be implemented – relating to landscape and visual

Environmental measure	Proposed Compliance mechanism	ES section reference
The development and implementation of a detailed architectural design that minimises overall massing within the functional requirements of the EfW CHP Facility and considers appropriate external cladding materials and colours to reflect the surrounding context, including the use of kinetic panelling.	DCO Requirement through implementation of design principles set out in the Design and Access Statement.	**Chapter 2 Alternatives and Chapter 3 Description of the Proposed Development (Volume 6.2) and Design and Access Statement (Volume 7.5)**
Construction Environmental Management Plan including measures to minimise landscape and visual construction phase effects - particularly upon the closest residential Receptors.	DCO Requirement	**Outline CEMP (Volume 7.12)** referenced within **Chapter 3 Description of the Proposed Development (Volume 6.2)**
The development of a Lighting Strategy for external lighting that minimises the potential for light pollution through skyglow, light spillage and glare through detailed design in accordance with HSG 38, BS EN 12464-2, and the Society of Light and Lighting (SLL) guidance combined with the use automated switching.	DCO Requirement	**Outline Lighting Strategy Appendix 3.A (Volume 6.4)**
New native planting in the EFW CHP Facility Site at the end of the construction phase as shown on Figure 3.14: Outline Landscape	DCO Requirement	**Chapter 3 Description of the Proposed Development Section 3.4**

Environmental measure	Proposed Compliance mechanism	ES section reference
and Ecology Mitigation Strategy (Volume 6.3).		**(Volume 6.2)** and **on Figure 3.14: Outline Landscape and Ecology Mitigation Strategy (Volume 6.3)**

9.12 Conclusion

9.12.1 This chapter has presented the Environmental Assessment of the likely significant effects of the Proposed Development with respect to landscape and visual impacts, including impacts upon Townscape.

9.12.2 No likely significant effects upon landscape and townscape Receptors are assessed, however during both the construction and operation phases of the Proposed Development there would be the potential for locally significant effects within the Wisbech Settled Fen LCA closest to the EfW CHP Facility, however these significant effects would not apply to the more distant majority of the Wisbech Settled Fen LCA within the Study Area.

9.12.3 Likely significant effects are assessed for the following visual Receptors during both the construction and operation phases (Year 1 and 15), unless otherwise stated:

- Residents of 9 and 10 New Bridge Lane;
- Residents of 25 Cromwell Road;
- Parts of the community of Begdale;
- Recreational users of the Nene Way – south of Wisbech;
- Recreational users of Sustrans NCR 63;
- Recreational users of Halfpenny Lane;
- Recreational users of PRoWs west of Begdale: Crooked Bank/Narrow Drove/Broad Drove;
- Recreational users of the PRoW 'The Still', south of Leverington for the operational phase (Year 1 and 15) only;
- Vehicular users of the A47 eastbound (to Wisbech); and
- Vehicular users of the B198 Cromwell Road (southwest of town centre).

9.12.4 **ES Chapter 7: Noise and Vibration (Volume 6.2)** records the Applicant's intention to acquire 9 New Bridge Lane and cease its use as a residential property. This would remove it as a visual Receptor with the consequence that no significant visual effects would occur.

9.12.5 Likely significant cumulative landscape and visual effects are set out at **Chapter 18: Cumulative Effects Assessment (Volume 6.2)**.

9.13 References

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