Medworth Energy from Waste
Combined Heat and Power Facility

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Environmental Statement Chapter 9 Landscape and Visual Appendix 9A: Consultation Response Summaries

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Appendix 9A
Consultation Response Summaries

Contents

1. Scoping Opinion responses

1.1.1 An overview of the main scoping issues raised and responses in relation to Landscape and visual is presented in **Table 9A.1 Summary of EIA Scoping Opinion responses for landscape and visual** below.

Table 9A1 Summary of EIA Scoping Opinion responses for landscape and visual

Consultee	Issue raised	Response
The Planning Inspectorate (ID 4.4.1)	Agreement upon the low landscape value of the limited range of landscape elements present within the EfW CHP Facility Site and consequent suitability of scoping out effects upon landscape elements.	Effects upon landscape elements within the EfW CHP Facility Site are not included in **Section 9.9** of **Chapter 9: Landscape and Visual (Volume 6.2)**.
The Planning Inspectorate (ID 4.4.2)	The Planning Inspectorate did not agree with the proposition that, due to their temporary nature, construction period effects upon landscape character areas (LCAs) could be scoped out of the landscape assessment.	Construction and operation period effects upon all LCAs and Townscape Character Areas (TCAs) within the agreed LVIA Study Area are included in the landscape assessment set out in **Appendix 9G** and **Appendix 9H (Volume 6.4)** and summarised in **Section 9.9** of **Chapter 9: Landscape and Visual (Volume 6.2)**.
The Planning Inspectorate (ID 4.4.3)	The Planning Inspectorate did not agree with the proposition that landscape effects on landscape elements during the construction of the underground section of Grid Connection could be scoped out of the landscape assessment due to the uncertainty around the selection of any underground cable route and resultant need for and extent of tree and hedgerow removal	The Grid Connection route has been refined and greater certainty of the route is now available as shown in **Figure 3.4i: Underground Cable and HDD Route** and **Figure 3.4iii: Option 2 Walsoken Grid Connection Route (Volume 6.3).** A review of the alignment of the underground section of the Grid Connection which extends east from the EfW CHP Facility with **Figure 11.3: Extended Phase 1 Habitat Survey Plan (Volume 6.3)** and aerial photography indicates that no hedgerows or tree belts would be crossed by the route. Should the HDD construction method option be required under the A47 for the Water Connection, there is the potential for localised removal of young fruit trees along the western margin of a large-scale commercial orchard to the north of the A47. Significant effects on landscape elements are not anticipated and consequently not considered further in **Chapter 9: Landscape and Visual (Volume 6.2)**.

Consultee	Issue raised	Response
The Planning Inspectorate (ID 4.4.4)	The Planning Inspectorate agreed that any visual Receptor groups entirely outside any ZTV could be scoped out of the visual assessment. They did not agree with the adoption of a maximum separation distance from the proposed 132kV Grid Connection of 1km from the edge of the proposed Grid Connection Corridor.	The LVIA has after consultation with the host authorities adopted a 17km radius Study Area for the EfW CHP Facility.
The Planning Inspectorate (ID 4.4.5 and 4.4.6)	The Planning Inspectorate agreed that recreational Receptors visiting Peckover House and Garden close to the centre of Wisbech could be excluded from the visual assessment as they would have no views of the Proposed Development. Likewise, agreement was provided that due to their low visual sensitivity under the methodology (see Section 9.8), visual Receptors at Belgrave Retail Park, employees at businesses in southern Wisbech (industrial and business development) and pupils and staff at the TBAP Unity Academy and Thomas Clarkson Academy) could be excluded from the visual assessment.	None required – but in response to consultation comments from the Host Authorities (see **Table 2.1**), recreational Receptors visiting Peckover House and Gardens have been included in **Appendix 9J: Visual Assessment Table (Volume 6.4)** and as a viewpoint location in **Appendix 9I: Viewpoint Assessment (Volume 6.4).** Staff and pupils at the Thomas Clarkson Academy have been scoped in at the request of Cambridgeshire County Council (Liz Lake Associates), although no significant effects upon visual amenity are predicted.
The Planning Inspectorate (ID 4.4.7)	The Planning Inspectorate did not agree that the visual impact of the proposed CHP Connection could be scoped out due to the potential for significant visual effects on a small number of residential Receptors located close to its northern end.	The design of the CHP Connection and associated infrastructure required up to the Nestle factory has been reviewed to ascertain if significant visual effects are likely and the range of residential visual Receptors included in the visual assessment has been amended accordingly (see **Section 9.6: Scoping and 9.9: Visual Assessment** in **Chapter 9: Landscape and Visual (Volume 6.2)** and **Appendix 9J: Visual Assessment Table (Volume 6.4)**).
The Planning Inspectorate (ID 4.4.8)	The Planning Inspectorate did not agree with approach adopted to defining the spatial extent of the visual assessment Study Area and that it should not defined on the basis of a "*predetermined arbitrary distance*".	The extent of the LVIA Study Area has, following discussions with the host authorities, been extended from 5km from the centre of the EfW CHP Facility Site to 17km from the centre of the EfW CHP Facility – see **Figure 9.1: LVIA Study Area (Volume 6.3).**
The Planning Inspectorate (ID 4.4.9)	The Planning Inspectorate stated that there should be an assessment of impacts upon night-time views	Night-time baseline photographs have been obtained from six viewpoints where professional opinion considers that there

Consultee	Issue raised	Response
	where significant effects are likely to occur.	could be potential for significant night-time effects depending upon the requirements of the operational lighting design. The landscape baseline includes a narrative summary of baseline lighting as experienced by visual Receptors where there is potential for significant lighting effects to be sustained. Night-time baseline photography from selected viewpoints is presented in **Figures 9.16i-9.16vi (Volume 6.3).** An assessment of effects on night-time views is made with reference to Appendix **Figure 9.8: Comparative light pollution levels within the LVIA Study Area (Volume 6.3)** and **Appendix 3B Outline Lighting Strategy (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** in the ES **(Volume 6.4)**.
The Planning Inspectorate (ID 4.4.10)	The Planning Inspectorate considers that there are insufficient numbers of visual Receptors for a project of this scale.	Subsequent consultations with the landscape consultants employed by the Host Authorities (see **Table 2.1**) including the expansion of the LVIA Study Area to a 17km radius from the centre of the EfW CHP Facility Site, have resulted in a substantial increase in the number of visual Receptors and viewpoints included in the visual assessment in **Appendix 9I: Viewpoint Assessment, Appendix 9J: Visual Assessment Table (Volume 6.4)** and summarised in **Section 9.9** of **Chapter 9: Landscape and Visual (Volume 6.2).**
The Planning Inspectorate (ID 4.4.11)	The Planning Inspectorate agrees that the assumptions for cumulative future baseline needs to be set out.	The justifications for the future baseline and the proposed or potential developments to be included are clearly set out in **Section 9.5** of **Chapter 9: Landscape and Visual (Volume 6.2)** for future baseline. Developments for inclusion in the Cumulative Assessment are set out in **Chapter 18: Cumulative Effects Assessment (Volume 6.2)**.
The Planning Inspectorate (ID 4.4.12)	The Planning Inspectorate requires clarification that the landscape assessment will also include a townscape assessment where significant townscape effects	In response to this comment, and other consultee comments, the LVIA includes a townscape characterisation baseline study (as no extant townscape character assessment has been produced for Wisbech).

Consultee	Issue raised	Response
	are likely to occur.	This is set out in **Appendix 9D: Townscape Baseline Characterisation Study (Volume 6.4)**. Impacts of the Proposed Development upon the eight identified Townscape Character Areas (TCAs) are assessed in **Appendix 9H: Townscape Character Assessment Table (Volume 6.4)** and summarised in **Section 9.9** of **Chapter 9: Landscape and Visual (Volume 6.2)**. The TCAs defined in the baseline characterisation are shown in **Figure 9.10: Townscape Character Areas**
The Planning Inspectorate (ID 4.4.13)	The Planning Inspectorate requires that photomontages/visualisations show the Proposed Development at Operation Year 0 i.e. immediately upon completion, and at Operation Year 15 after establishment of the landscaping scheme.	Photomontages or Photowires have been produced for Years 0 at the agreed viewpoints following consultation with Cambridgeshire County Council (Liz Lake Associates). Photomontages at Year 15 have also been prepared where any mitigation landscape planting would be visible upon its establishment. .
The Planning Inspectorate (ID 4.4.13)	The Applicant should seek to agree the methodology for, and number of required visualisations with the relevant consultation bodies.	The consultation process through which the final viewpoint schedule has been agreed with consultees is set out in **Table 2.1** of this appendix.
The Planning Inspectorate (ID 4.4.14)	The LVIA should set out assumptions about plume emissions and cross reference these to other technical chapters in the ES to provide justification.	This has been provided as part of the LVIA Chapter 9 of the ES with cross reference to ES **Chapter 8: Air Quality (Volume 6.2)**.
The Planning Inspectorate (ID 4.4.15)	The Planning Inspectorate requested that separate ZTVs are shown for the buildings and the chimney at the EfW CHP Facility	Individual ZTVs are provided to illustrate the potential visibility of the chimneys; the main building at the EfW CHP Facility; of construction activity associated with the Grid Connection; and of the visible plume. Composite ZTVs are provided for the chimneys and main building at the EfW CHP Facility. These ZTVs are shown in **Figures 9.2i -9.6 (Volume 6.3)**.
The Planning Inspectorate (ID 4.4.16)	The ES should include details of planting and landscape works referred to in the Scoping Report.	Details of proposed planting and landscape works are set out in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)** and the **Outline Landscape and Ecology Management Plan (Volume 7.8)**.
Cambridgeshire County Council	Requested additional references to related policies in the Fenland Local Plan.	Reference has been made to several additional Fenland Local Plan policies in **Table 3: Planning policy context for**

Consultee	Issue raised	Response
		landscape and visual: national and local planning policies in **Section 9.3** of **Chapter 9: Landscape and Visual (Volume 6.2)** including LP6, LP8, LP12, LP14 and LP16 which have been bought through to **Chapter 9: Landscape and Visual (Volume 6.2).**
Cambridgeshire County Council	Requested additional references to relevant policies in the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011.	Reference has been made to the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 adopted in 2021. The policies in **Table 9.5** of **Chapter 9**; **Landscape and Visual (Volume 6.2)** include policies 4, 17 and 18 and Appendix 3 covering the location and design of waste management facilities.
Cambridgeshire County Council	Considers that *The Location and Design of Waste Management Facilities SPD* for Cambridgeshire and Peterborough is relevant to the project and needs to be taken into account, for example in respect to location, design, character, distinctiveness, use of materials, lighting, boundaries and planting and the consequences for landscape and visual impact.	This document is referenced in **Chapter 5: Legislation and Policy (Volume 6.2)** and will be referred to further as design principles are confirmed and set out in the Design Principles Report which will be prepared for the DCO.
Cambridgeshire County Council	Reiteration that the "*highest levels of design, layout and landscape*" and mitigation measures are required to reduce landscape and visual effects and the LVIA should demonstrate how this has been achieved.	**Chapter 9: Landscape and Visual (Volume 6.2)** sets out embedded environmental measures that are related to design, layout and landscaping in **Section 9.7** relevant to landscape and visual issues are discussed in **Section 9.10**. The design details and parameters will be set out in the **Design and Access Statement (Volume 7.6)** that accompany the DCO.
Cambridgeshire County Council	An area to the south of the EfW CHP Facility identified as being allocated for business purposes in Fenland Local Plan. It is also allocated as possessing the potential for around a hundred "*dwellings*".	The potential presence of residential development in this location has been incorporated into the future baseline subsection in **Section 9.5** of **Chapter 9: Landscape and Visual (Volume 6.2)**. Given the uncertainty on the location of dwellings within the development and any landscape mitigation associated with the allocation, the potential nature of any views of the Proposed Development cannot be determined with any level of certainty to determine the extent of likely significant effects.
Cambridgeshire County Council	Requirement to consider future baseline changes and incorporate	Permitted, proposed and likely changes of relevance to the LVIA are set out in the future

Consultee	Issue raised	Response
	these changes into the cumulative LVIA.	baseline subsection of the baseline in **Section 9.5** of **Chapter 9: Landscape and Visual (Volume 6.2)** noting the timescales associated with the construction and operation of the Proposed Development. These will be taken forward into the cumulative LVIA in **Section 9.9** of the ES and **Chapter 18: Cumulative Effects Assessment (Volume 6.2)**.
Cambridgeshire County Council	Requirement to consider landscape value as set out in paragraph 170 in the current version of NPPF and the concept of landscape value as set out in Box 5.1 in GLVIA3 including due consideration of ecological and cultural heritage value.	The landscape assessment summarised in **Section 9.9** of **Chapter 9: Landscape and Visual (Volume 6.2)** and the methodology in **Appendix 9B: LVIA Methodology (Volume 6.4)** fully accord with the approach advocated in GLVIA3 and, specifically for landscape value, with the guidance that is provided in Box 5.1. This is reflected in **Appendices 9E: Landscape Sensitivity Assessments** and **9F: Townscape Sensitivity Assessments (Volume 6.4)**. These appendices transparently demonstrate how the factors that influence the concepts on landscape (townscape) value and susceptibility are reviewed and considered in determining the sensitivity of all the landscape and townscape character areas that have been identified in the LVIA Study Area (see **Figure 9.9ii: Landscape Character Types and Areas** and **9.10: Townscape Character Areas (Volume 6.3)**). This comprehensive approach means that the value of the landscape and townscape resources across the 17km radius LVIA Study Area is considered.
Cambridgeshire County Council	Clarification sought on how townscape assessment is to be addressed in LVIA.	Townscape effects are assessed within **Appendix 9H: Townscape Character Assessment Table (Volume 6.4)** and summarised in the overall preliminary landscape assessment in **Section 9.9** of **Chapter 9: Landscape and Visual (Volume 6.2)** In the absence of an extant assessment of Wisbech's townscape character, as part of the LVIA baseline a bespoke townscape character assessment that is in accordance with best practice has been undertaken for the parts of Wisbech within 2.5km of the EfW CHP Facility Site This assessment is contained in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)** with the corresponding Townscape Character Area Sensitivity Assessments contained in **Appendix 9F (Volume 6.4)**.

Consultee	Issue raised	Response
Cambridgeshire County Council	Need for consideration and assessment of lighting effects.	Night-time baseline photographs have been obtained from six viewpoints where professional opinion considers that there could be potential for significant night-time effects depending upon the requirements of the operational lighting design. Night-time baseline photography from selected viewpoints is presented in **Figures 9.16i-9.16vi (Volume 6.3)**. The ES includes **Appendix 3B Lighting Strategy (Volume 6.4)** which enables a general assessment of likely lighting effects at **Section 9.9** of the ES. A detailed lighting scheme would be a condition to any DCO consent. Given the adoption of mitigation measures no significant effects are predicted to be likely upon existing and future properties.
Cambridgeshire County Council	Suitability of the initially proposed 5km radius LVIA Study Area for the scale of proposed EfW CHP Facility.	The LVIA Study Area has been extended to a 17km radius for the landscape and visual assessments following discussions with the host authorities. See **Figure 9.1: LVIA Study Area (Volume 6.3)**.
Cambridgeshire County Council	Allied to the extended LVIA Study Area, the Council wishes for the inclusion of "*a greater range and increased number of Receptors*" that should be agreed with the host authorities.	Following on from the consultations set out in **Table 2.1** of this appendix with the host authorities' LVIA consultants and commensurate with the extended LVIA Study Area, the baseline (**Section 9.5**) and the preliminary visual, landscape and townscape assessments in **Section 9.9** include an increased number of different types of visual Receptors, taking into account specific requests made in various parts of the consultees responses (many listed elsewhere in this table and **Table 2.1**); eight TCAs specified defined for the LVIA (**Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)**); and an increase in the number of LCA/LCTs included from seven to 19: three LCAs in Fenland; 13 LCAs in King's Lynn & West Norfolk; one LCA in Peterborough City Council; and two LCTs in South Holland.
Cambridgeshire County Council	Requirement for additional viewpoints located in the part of the LVIA Study Area west of Wisbech and locations where the EfW CHP Facility will be visible to reflect the presence of "*long distance footpaths, marinas and nature reserves*".	Following consultation with the host authorities' landscape consultants, agreement was reached in November 2020 upon a final viewpoint schedule of thirty viewpoints. As shown on **Figures 9.14i: Viewpoint locations within 5km of the centre of the main building at the EfW CHP Facility** and

Consultee	Issue raised	Response
		9.14ii: Viewpoint locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3), this schedule includes seven viewpoints to the west of Wisbech (west of River Nene) plus a further two viewpoints to the south-west. As set out in **Table 9.6** of **Chapter 9: Landscape and Visual (Volume 6.2)**, a proportion of these viewpoints are sited upon or close to long distance footpaths such as the Nene Way and Hereward Way, with others located at Nene Washes Nature Reserve, Riggs End Nature Reserve and Welney Wetland Centre.
Cambridgeshire County Council	Requirement for agreement to be reached upon the methodology to be used for the baseline photography and the visualisations as well as for the operational time periods to be represented in the visualisations.	The consultations undertaken with the host authorities' landscape consultants culminated in agreement being reached in November 2020 on viewpoint locations and numbers, and in January 2022 regarding the types of visualisation to be prepared at each viewpoint. This process and its outcome are set out in more detail in **Table 2.1**.
Cambridgeshire County Council	Reinforcement of the Planning Inspectorate scoping response upon ZTV issues including need for additional ZTVs for the latest designs/locations of the EfW CHP Facility; its stack; and the route of the Grid Connection plus composite.	An updated and expanded range of ZTVs are included in the ES as **Figures 9.2i – 9.6 (Volume 6.3)**.
Cambridgeshire County Council	Relationship between LVIA and Cultural Heritage and how this influences the selection of visual Receptors.	The expanded range of visual Receptors set out in the baseline in **Section 9.5** of **Chapter 9: Landscape and Visual** which are carried through into the visual assessment in **Appendix 9J: Visual Assessment Table (Volume 6.4)** and summarised in **Section 9.9** of **Chapter 9: Landscape and Visual (Volume 6.2)** has been selected to reflect this inter-relationship. For example, a community visual group is selected for the settlement of Elm (subdivided into northern and southern parts of Elm to provide a higher level of assessment detail). Potential effects upon the setting of Elm Conservation Area is assessed in the preliminary assessment in **Chapter 10: Historic Environment (Volume 6.2)**.
Cambridgeshire County Council	The potential for significant landscape effects during the construction period upon the host LCA: Wisbech Settled Fen LCA.	The landscape assessment in **Appendix 9G: Landscape Character Assessment Table (Volume 6.4)** and summarised in **Section 9.9** of **Chapter 9: Landscape and Visual**

Consultee	Issue raised	Response
		(Volume 6.2) includes assessment of temporary effects during the construction period. The landscape assessment includes consideration of the potential for significant effects to be sustained in parts of Wisbech Settled Fen LCA along with all other LCAs and TCAs.
Cambridgeshire County Council	Scope and methodology for the CLVIA need to be agreed and assessed accordingly (and possibly modelled with a ZTV).	The methodology for the CLVIA is set out in **Appendix 9B: LVIA Methodology (Volume 6.4)** and accords with GLVIA3. The future landscape and visual baseline is summarised in **Section 9.5** and the identified developments that are included in the overall EIA cumulative assessment are listed in **Chapter 18: Cumulative Effects Assessment (Volume 6.2)** although only a proportion of these have been included in the CLVIA.
Cambridgeshire County Council	In terms of visual Receptors there needs to be consideration relating to Chatteris Airfield (North London Skydiving Centre), Gildenburgh Water, Rings End Nature Reserve and WWT Welney.	Recreational Receptors visiting Rings End Nature Reserve and WWT Welney are included in the preliminary visual assessment in **Appendix 9J: Visual Assessment Tables (Volume 6.4)** with viewpoint locations (Viewpoints 23 and 28) also identified and included in **Appendix 9I: Viewpoint Assessment (Volume 6.4).** Chatteris Airfield (North London Skydiving Centre), Gildenburgh Water lie outside of the 17km radius LVIA Study Area.
Cambridgeshire County Council	Effects upon the "*lighting environment*" due to increase in lighting levels on the EfW CHP Facility and need to provide "*detailed predictions of lighting levels*" to allow identification of "*potential impact upon existing and future properties.*"	The ES includes **Appendix 3B: Lighting Strategy (Volume 6.4)** which enables a general assessment of likely lighting impacts at **Section 9.9** of the ES. A detailed lighting scheme would be a condition to any DCO consent. Given the adoption of mitigation measures no likely significant effects from lighting are predicted upon existing and future properties.
Fenland District Council	The three issues raised by Fenland DC mirror issues raised by the Planning Inspectorate and Cambridgeshire County Council. These relate to extension of the LVIA Study Area and the commensurate requirement for additional visual Receptors to be identified; more viewpoints west of Wisbech and the	Responses to each of these issues are provided earlier in this table.

Consultee	Issue raised	Response
	Local Plan allocation for housing south of the EfW CHP Facility which should be referenced within the LVIA.	
Natural England	Natural England would wish to see details of local landscape character areas mapped at a scale appropriate to the development site.	District/Borough level landscape character types and areas are mapped within the 17km radius Study Area as shown in **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3).**
Natural England	The EIA should include assessments of visual effects on the surrounding area and landscape.	The preliminary landscape assessment is set out in **Appendix 9G: Landscape Assessment Table (Volume 6.4)** whilst the preliminary visual assessment is included in **Appendix 9I: Viewpoint Assessment** and **Appendix 9J: Visual Assessment Table (all Volume 6.4)** with all preliminary assessments summarised in **Section 9.9** of **Chapter 9: Landscape and Visual (Volume 6.2)**.
Natural England	The EIA should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies.	**Appendix 9D: Townscape Baseline Characterisation Study (Volume 6.4)** has been prepared using a methodology which has been informed by *An Approach to Landscape Character Assessment* (Natural England, 2014).
Natural England	Reiterate the need for the LVIA to utilise the concept of landscape character assessment and be based upon GLVIA3.	As set out in methodology **in Appendix 9B: LVIA Methodology (Volume 6.4)** and baseline in **Sections 9.4 and 9.5** of **Chapter 9: Landscape and Visual (Volume 6.2)** these principles and GLVIA3 are a thread that runs consistently throughout the LVIA. The LCAs (and LCTs) within the LVIA Study Area have been mapped as shown on **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3).**
Natural England	The need for the siting and design of the proposed development reflecting local design characteristics and, wherever possible, using local materials.	How these considerations are addressed in the design of the Proposed Development, especially the EfW CHP Facility, is set out in the **Design and Access Statement (Volume 7.6)** which has been prepared for the DCO submission. **Section 9.7** of **Chapter 9: Landscape and Visual (Volume 6.2)** summarises how landscape and visual factors have been taken into consideration in the development of the embedded environmental measures incorporated in the design of the Proposed Development.

Consultee	Issue raised	Response
Natural England	Identifies that the scope of the CLVIA includes consideration of suitable proposed developments that are at scoping stage.	As noted on previous CLVIA related responses, the range of developments to be considered for inclusion in the CLVIA are listed in **Chapter 18: Cumulative Effects Assessment (Volume 6.2)** and will be updated as the EIA progresses. Justification will be provided for the selection of developments for inclusion in the CLVIA in **Section 9.9** of the ES.
Natural England	Landscape assessment to reference relevant National Character Areas (NCAs).	The landscape baseline references NCA 46: The Fens. As shown in **Figure 9.9i: National Character Areas (Volume 6.3)**, NCA 46 extends over the whole LVIA Study Area apart from its eastern edge. **Section 9.5** – baseline of **Chapter 9: Landscape and Visual (Volume 6.2)** and **Appendix 9C: NCA & LCT/LCA Key Characteristics Summaries (Volume 6.4)** sets out NCA 46's key characteristics that are relevant to the LVIA Study Area. The scale of NCA 46 means that it is scoped out of the landscape assessment as described in **Section 9.6** of **Chapter 9: Landscape and Visual (Volume 6.2)**. Natural England have not commented that scoping out the NCA is unacceptable.
Natural England	The Proposed Development should be designed to encourage public access to the countryside and promote green infrastructure.	The EfW CHP Facility Site is a secure unit and there is no public access, however upgrades to New Bridge Lane include a new surfaced footway to the northern side of the highway that would enable safe movement of pedestrians along New Bridge Lane, connects to New Drove and eventually countryside along the public byway on Halfpenny Lane. The promotion of green infrastructure is covered in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)** and the **Design and Access Statement (Volume 7.6)**
Natural England	The visual assessment should consider potential impacts upon access land, public open land, and public rights of way (PRoWs) and how these could be maintained or enhanced.	As set out in the EIA scoping report, in accordance with GLVIA3 the preliminary visual assessment includes several individual and groups of recreational visual Receptors who use these areas and facilities, especially PRoWs. Their distribution is shown on **Figures 9.12i: Recreational Visual Receptor Group, Locations within 5km of the centre of the main building at the EfW CHP Facility**, **9.12ii: Recreational Visual Receptor Group, Locations over 5km from the centre of the main building at the EfW CHP Facility** and **9.13: Individual PRoWs**

Consultee	Issue raised	Response
		and PRoW networks included in visual assessment (Volume 6.3). This issue is also addressed in the socio-economic assessment in **Chapter 15 Socioeconomics. Tourism, Recreation and Land Use (Volume 6.2)**.
Norfolk County Council	Viewpoint selection should reflect that a good proportion of the LVIA Study Area in Norfolk and be agreed in consultation with the relevant local authority (King's Lynn and West Norfolk Borough Council).	The final viewpoint selection has been agreed with consultants working on behalf of all the host authorities. The viewpoint selection listed in **Table 9.6** of **Chapter 9: Landscape and Visual (Volume 6.2)** and shown in **Figure 9.14i Viewpoint locations within 5km of the centre of the main building at 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)** includes a suitable proportion located in Norfolk to the north, east and south-east of the Proposed Development.

2. Key stakeholder consultation

2.1.1 An overview of the key stakeholders that were consulted following scoping and before statutory consultation and brief summaries of the issues discussed in relation to landscape and visual is presented in **Table 9A.2** below.

Table 9A2 Summary of additional engagement regarding landscape and visual

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
Local authorities (Fenland District Council, and Cambridgeshire County Council) as represented by Liz Lake Associates (LLA) who are acting as the local authorities' LVIA consultants.	13 March 2020 – LLA written response to landscape and visual issues in the EIA Scoping Report 13 August 2020 – Wood LVIA team written response with technical note.	**LVIA Study Area –** Consultee considered that at 5km radius LVIA Study Area was too small with the consequence that it would be likely that the LVIA would miss some key Receptors and elements that are of relevance to landscape and visual effects.	Wood LVIA consultants initially proposed extension to 11km radius based upon reference to and interpretation of relevant guidance provided in the third edition of *Guidelines for Landscape and Visual Impact Assessment*[1] (GLVIA3) and by Scottish Natural Heritage (SNH - now NatureScot) and Natural Resources Wales (NRW) plus review of LVIAs for tall developments undertaken in past decade in fenland landscapes.
		ZTV – ZTV in scoping report is difficult to interpret; separate ZTVs to be provided for the building and the stack at the proposed Energy from Waste Combined Heat and Power Facility and the grid connection plus composite ZTVs; the ZTVs should be extended across the required larger LVIA Study Area; a separate ZTV is to be provided for the intermittent plume; and the ZTVs need to be revised in accordance with updated	Wood LVIA consultants confirmed that all these ZTV issues would be addressed in the PEIR (and also as part of the ES). Separate and composite ZTVs are provided for in the revised LVIA Study Area in the manner requested based upon the most up-to-date design information available at time of production. ZTVs are presented for the final agreed LVIA Study Area (see below) at 1:250,000 scale base mapping and separately for a 5km radius/offset around the EfW CHP Facility Site and Grid Connection at 1:50,000 scale base mapping. The latter is provided

[1] The Landscape Institute and the Institute of Environmental Management and Assessment, (2013). *Guidelines for Landscape and Visual Impact Assessment. 3rd edition*. London. Routledge.

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
		design data for the three principal components of the Proposed Development as their design evolves.	to give increased detail in the part of the LVIA Study Area where the potential for significant effects will be greatest. The ZTVs are presented in **Figures 9.2i – 9.6 (Volume 6.3)**. The ZTV for the chimneys and plume have been presented in the ES.
		Viewpoints – The initial selection of 12 viewpoints in the scoping report is insufficient and should be increased commensurate to the requested increase in the LVIA Study Area. Several locations and residential and recreational visual Receptor groups are listed for whom specific, illustrative, or representational viewpoints need to be considered for inclusion. These include: several locally and regional promoted trails; three national cycle routes (NCRs); drove roads; various hamlets, villages. and settlements, especially "*historic settlements*" some of which contain conservation areas and/or Grade I Listed churches; schools and academies in Wisbech; various nature conservation designated areas; and more locations in the "*urban area of Wisbech*."	Wood LVIA consultants justified the initial viewpoint selection and how this related to some of the potential visual Receptor groups listed. The response to review the number of viewpoints in line with the agreement to extend the LVIA Study Area resulted in a two stage increase in the number of viewpoints: firstly to 20 viewpoints in immediate response to the scoping response; and subsequently to 30 viewpoints to address the LLA comments. It was confirmed in the written response dated August 2020 (ID LVIA_3.4) that effects upon the settings of conservation areas (Wisbech and Elm) and listed buildings are to be included in the Historic Environment assessment contained in **Chapter 10** of the PEIR (and now **Chapter 10 Historic Environment (Volume 6.2)** of the ES). It was emphasised that the visual assessment will include visual Receptors resident in communities within which no viewpoints are located. Visual effects experienced by recreational visual Receptors using promoted trails such as Nene Way and the three NCR sections will be assessed on the

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
		Section 6 of the response expanded upon this list of potential visual Receptors with numerous specific Receptors listed.	basis of sequential sub-sections of the routes and trails within the LVIA Study Area and ZTVs. Reasons were given for the exclusion of a small proportion of the visual Receptor groups listed in the March 2020 response. These included TBAP Unity Academy and Thomas Clarkson Academy as agreed in the PINS scoping report response (See **Table 1.1**) as well as some church towers that research shows are only open very infrequently. Reference was made to GLVIA3 to justify the absence of viewpoints at some specific recreational Receptor locations where the principal activities are unlikely to be affected by their "*appreciation of views*". Two additional viewpoints were identified in the central urban area of Wisbech as well as at Grade I Listed Peckover House and Garden, despite the PINS scoping report response specifically confirming that recreational visual Receptors at this latter location could be scoped out (See **Table 1.1**). A high proportion of the expanded list of visual Receptors for whom a viewpoint needs to be provided have been incorporated into the final viewpoint schedule set out in **Table 9.6** of **Chapter 9: Landscape and Visual (Volume 6.2)**. The response emphasised that it is not appropriate under GLVIA3 to provide a viewpoint to represent or illustrate every visual Receptor or visual Receptor group. However, the response confirmed that a comprehensive range of visual Receptors would be included in the PEIR and ES and that the selection would not just be confined to Receptors where significant visual effects would be more likely. This approach is a 'golden thread' throughout the PEIR and ES.

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
		Photomontages – Confirmation that photomontages are required that follow latest guidance which are to be from locations agreed with the local authorities.	Wood LVIA consultants confirmed that visualisations will accord with the Landscape Institute Guidance *Visual Representation of Development Proposals*[2].
		Townscape effects – Proximity and distribution of the preliminary ZTVs have consequence that LVIA must include assessment of effects "*on the town and on … the surrounding villages*."	Wood LVIA consultants confirmed that, although due to the high density of building within Wisbech, the preliminary ZTV in Wisbech is fragmented, the LVIA will contain an assessment on townscape character. As there is no extant townscape character assessment for Wisbech, a baseline townscape character study will be undertaken by Wood to a suitable level of detail to inform a townscape character assessment. The methodology will be informed by the Landscape Institute's Technical Information Note 05/2017 *Townscape Character Assessment*[3]. The resultant townscape baseline is presented in **Appendix 9D: Townscape Baseline Characterisation Study (Volume 6.4).**
		Grid Connection – Requested information about the assumed heights of pylons (towers or poles) used for the potential 400kV and 132kv route corridor options; and advised on the selection of additional viewpoint locations with specific reference to the grid connection as opposed to the Main Development Site.	No longer relevant as Grid Connection was revised after PEIR and is now, within the ES, an underground connection between the EfW CHP Facility and Walsoken Substation via New Bridge Lane, the A47 verge and Broadend Road.

[2] The Landscape Institute. (2019). *Technical Guidance Note 06/19 Visual Representation of Development Proposals.* London. Landscape Institute.
[3] The Landscape Institute (2018). *Technical Information Note -5/2017. Revised April 2018 – Townscape Character Assessment.* London. Landscape Institute

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
Local authorities (Fenland District Council, and Cambridgeshire County Council) as represented by Liz Lake Associates (LLA) who are acting as the local authorities' LVIA consultants.	24 September 2020 – LLA written response to landscape and visual issues Wood/MVV Technical Note of 13 August followed by Virtual Meeting held on 2 November between LLA and Wood's lead LVIA consultant on this EIA. The outcome of the Virtual Meeting was summarised in a Technical Note issued on 11 November 2020.	LVIA Study Area – LLA maintained that the extension of the LVIA Study Area to 11km radius was insufficient and that more emphasis should be placed upon the applicability of the advice contained in SNH wind farm LVIA guidance as opposed to NRW LANDMAP LVIA wind farm guidance. LLA emphasised that GLVIA3 requires that in LVIAs *"… effects that are not considered to be significant will not be completely dismissed,*" and noted that one of the current 26 viewpoints is located beyond the 11km radius Study Area.	Whilst continuing to adhere to the interpretation of GLVIA3 in relation to the balance of Receptors for inclusion within an LVIA where it is likely that significant landscape or visual effects will be sustained and how different wind farm LVIA guidance can be applied for this LVIA in the PEIR and ES, it was agreed that a further expansion of the LVIA Study Area would be undertaken. Both parties agreed upon the use of a 17km radius LVIA Study Area centred upon the Main Development Site as shown in **Figure 9.1: LVIA Study Area (Volume 6.3**). This extension results in the inclusion of 19 landscape character areas or types (LCAs/LCTs) distributed across four local authorities as landscape character Receptors. See **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3)**. Additional community and recreational visual Receptor groups have been identified and incorporated within the visual assessment as shown upon **Figures 9.11ii: Community Visual Receptor Group Locations over 5km** 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)**
		ZTV – The extents of the ZTVs should be commensurate with the expanded 17km radius LVIA Study Area.	The ZTVs included in the ES LVIA extend across a 17km radius LVIA Study Area with additional larger scale ZTVs provided within 5km of the EfW CHP Facility Site to provide a finer grain of detail where significant visual effects are more likely. These ZTVs are **Figures 9.2i, 9.3i** and **9.4i (Volume 6.3)**. ZTVs for the full LVIA Study Area are provided in **Figures 9.2ii, 9.3ii** and **9.4ii (Volume 6.3)**.

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
		ZTV for plume - Need to provide as plume would "*add to the vertical presence of the stack in certain conditions.*"	A ZTV for the plume is provided at **Figure 9.6 Visible Plume ZTV (Volume 6.3).**
		Viewpoints – 26 viewpoints remain insufficient for a project of this scale. A proportion of viewpoints should be in locations *"where visual Receptors would experience less than significant effects should not be disregarded"* and that longer range potential views within the LVIA Study Area should be considered.	A further four viewpoints have been identified and agreed based upon these comments. The final agreed viewpoint schedule as set out in **Table 9.6** of **Chapter 9: Landscape and Visual (Volume 6.2)** includes nine viewpoints at separation distances from the EfW CHP Facility Site of 5-11 km and four viewpoints at separation distances of 11-17 km. Final agreed viewpoint locations are shown in **Figures 9.14i: Viewpoint locations within 5km of the centre of the main building at the 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)**.
		Use of a blimp – Suggestion that it may be "*beneficial to run a blimp*" at stack height to help identify potential visibility of the stack.	The potential benefits that might be generated by use of a blimp based upon previous experience of using blimps and a review of practical issues suggest that the practical difficulties would not reflect the limited benefits likely to accrue. The provision of visualisations from 30 viewpoints within the LVIA would provide a comprehensive and more accurate indication of the height of the chimneys where views would be available across the agreed LVIA Study Area.
		Visual Receptors in Wisbech – , the local authorities wish to see the inclusion of visual Receptor groups in Wisbech.	The final agreed viewpoint schedule includes five viewpoints that are located within the community of Wisbech.

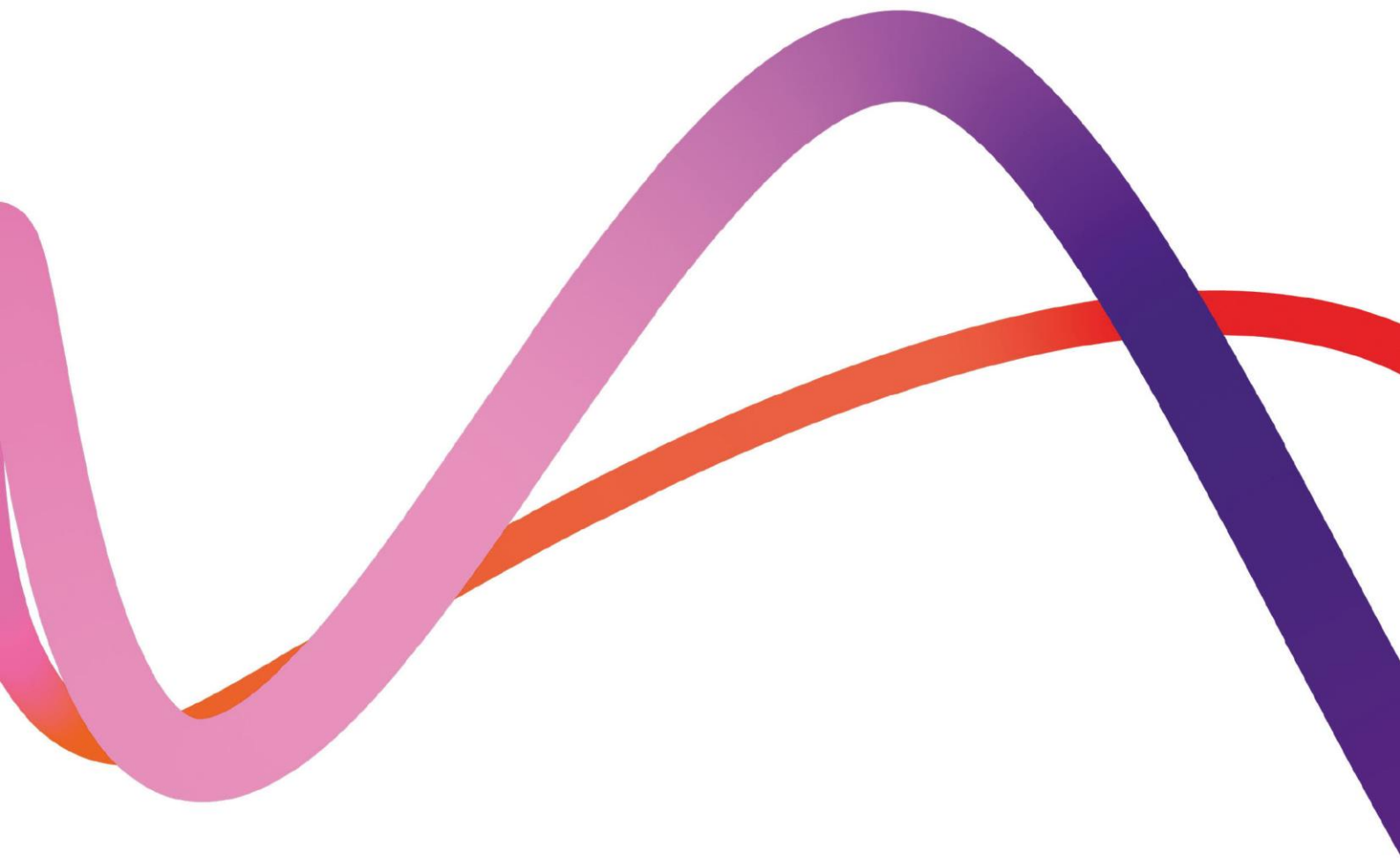
Stakeholder	Date and Form of engagement	Issue(s) raised	Response
			Appendix 9J: Visual Assessment Table (Volume 6.4) includes the visual Receptors within the Wisbech urban area, whilst the townscape baseline characterisation in **Appendix 9D (Volume 6.4)** identified eight Townscape Character Areas (TCAs) for incorporation in **Appendix 9H: Townscape Character Assessment (Volume 6.4).**
		Viewpoint within Nene Valley Washes NNR – Request for an additional viewpoint to represent long distance views available to this recreational Receptor group.	An additional viewpoint (Viewpoint 30) is included in the final agreed viewpoint schedule from this location as set out in **Table 9.6** of **Chapter 9: Landscape and Visual (Volume 6.2)**. The annotated baseline view is shown in **Figure 9.16** whilst a Photowire visualisation is provided in **Figure 9.46 (Volume 6.3)**.
		Selection of landscape and visual Receptors – Need for LVIA to include sufficient range of Receptors "*to allow for the public and the competent authority to be fully appraised of all the effects associated with the development in question*."	The preliminary assessments concluded that all effects for the additional more distant landscape and visual Receptors would be Not Significant. Consequently, the LVIA concentrates upon landscape or visual Receptors likely to sustain significant effects.
		Residential Visual Amenity Assessment (RVAA) - Proximity to a "*significant*" number of residential dwellings leads to recommendation for the inclusion of an RVAA.	The ES contains an RVAA in **Appendix 9K (Volume 6.4)**. The RVAA has been scoped and undertaken in accordance with The Landscape Institute's *Technical Information Note - Residential Visual Amenity Assessment*[4]. It includes all residential properties within 500m of the boundary of the main building at the EfW CHP Facility.

[4] The Landscape Institute (2018). *Technical Information Note -2/2019. – Residential Visual Amenity Assessment.* London. Landscape Institute

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
		Visualisations – Confirmation sought upon types and specification of visualisations to be provided from the agreed 30 viewpoints.	Confirmation that visualisations will be provided from all viewpoints. The 21 viewpoints within 5km of the centre point of the EfW CHP Facility Site will have Photowire visualisations that will accord with Landscape Institute visualisation type 4[5]. The nine viewpoints located in excess of 5km will have wireline visualisations that accord with Landscape Institute visualisation type 3. This is now superseded by agreement on the format of presentation of each visualisation for the ES in February 2022, as set out below.
Local authorities (Fenland District Council, and Cambridgeshire County Council) as represented by Liz Lake Associates (LLA) who are acting as the local authorities' LVIA consultants.	19 November 2020 – email from Emma Fitch, Cambridgeshire County Council.	Confirmation required upon the approach to be applied to provision of types of visualisation within ES from the 21 viewpoints located within 5km of the Main Development Site and/or the 132kV grid connection. Need for a proportion of these visualisations to be Landscape Institute type 4 photomontage visualisations as opposed to them all being Landscape Institute type 4 photowire visualisations (as defined in current guidance[6].)	Response from Wood LVIA consultants was contained in an email dated 1 December 2020 in which it was confirmed that that the visualisations that will be produced for the 21 viewpoints that are located within 5km of the centre point of the EfW CHP Facility and/or within 2km of the proposed 132kV overhead line route corridor will be a mixture of Photowire visualisations and photomontage visualisations and that a 'reasonable selection of views' will be provided as photomontages following LLA's review of Photowire visualisations and further consultation between the parties that will take into account the nature of individual baseline views and the level of detailed design information that is available post PEIR. This is now superseded by agreement on the format of presentation of each visualisation for the ES in February 2022, as set out below.

[5] The Landscape Institute. (2019). *Technical Guidance Note 06/19 Visual Representation of Development Proposals.* London. Landscape Institute.
[6] The Landscape Institute. (2019). *Technical Guidance Note 06/19 Visual Representation of Development Proposals.* London. Landscape Institute

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
Local authorities (Fenland District Council, and Cambridgeshire County Council) as represented by Liz Lake Associates (LLA) who are acting as the local authorities' LVIA consultants.	3 December 2020 – email from Emma Fitch, Cambridgeshire County Council.	Confirmation of suitability of approach set out in Wood LVIA consultants email dated 1 December.	This is now superseded by agreement on the format of presentation of each visualisation for the ES in February 2022, as set out below.
Local authorities (Fenland District Council, and Cambridgeshire County Council) as represented by Liz Lake Associates (LLA) who are acting as the local authorities' LVIA consultants.	8 February 2022 - email from Chris Jackson, Liz Lake Associates with attachment *'2374 LLA Response to Wood Dec15 Memo Jan 22 (004)'*	Confirmation of the types of visualisations to be prepared for each of the previously agreed viewpoints comprising either Type 4 photomontages, Type 4 photowire or Type 3 photowire (as defined in current guidance)[7]	None required. The visualisation types requested by LLA for each of the agreed viewpoints in February 2022 has been adopted as follows: Type 4 Photomontages from viewpoints 2, 5, 6, 7, 8, 9, 12, 13 and 16 Type 4 Photowires from viewpoints 1, 3, 4, 10, 11, 15, 18, 19 and 21 Type 3 Photowires from viewpoints 22, 23, 24, 25, 26, 27, 28, 29 and 30.
		Response to additional information provided by Wood to clarify that production of ZTVs complied with best practice guidance (GLVIA3). LLA confirmed that the approach proposed by Wood for the production of ZTV modelling using nodes is acceptable.	None required. Node (multiple points) approach for ZTV adopted for all ZTVs in ES **Figures 9.2i-9.6 (Volume 6.3).**
		Clarification of LLA comment that the LVIA methodology consulted upon pre-PEIR *'appears to follow most of the principles set out within GLVIA3'.* LLA confirmed in Feb 2022 that with respect to the methodology that the *'approach set out within PEIR* [is] *acceptable and complies with GLVIA3'*	None required. The LVIA methodology adopted for the PEIR remains unchanged for the ES.



Medworth Energy from Waste
Combined Heat and Power Facility

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Environmental Statement Chapter 9 Landscape and Visual Appendix 9B LVIA Methodology

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

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Appendix 9B
LVIA Methodology

Executive Summary

The LVIA has been undertaken in accordance with best practice guidance and the methodology as set out here, which is based on the Guidelines for Landscape and Visual Impact Assessment, Third Edition (hereafter referred to as GLVIA 3) (Landscape Institute (LI) & Institute of Environmental Management & Assessment (IEMA), 2013).

The assessment of the significance of landscape and visual effects is, according to GLVIA 3 "*an evidence-based process combined with professional judgement*." All assessments and judgements must be transparent and capable of being understood by others. Levels of landscape and visual effects are determined by consideration of the nature or 'sensitivity' of each Receptor or group of Receptors and the nature of the effect or 'magnitude of change' that would result from the proposed development.

The assessments reported in the LVIA represent the culmination of an iterative design and assessment process and therefore relate to the remaining residual effects that could not otherwise be mitigated or 'designed out'.

Two separate methodologies have been utilised in undertaking the Townscape Characterisation Study and the Residential Visual Amenity Assessment. These methodologies are presented separately from this LVIA methodology as part of **Appendix 9D**: **Townscape Baseline Characterisation Study (Volume 6.4)** and **Appendix 9K: Residential Visual Amenity Assessment (Volume 6.4)**.

Contents

1. Landscape effects

1.1 Introduction

1.1.1 Landscape effects are defined by the Landscape Institute in GLVIA 3, paragraphs 5.1 and 5.2 as follows:

"*An assessment of landscape effects deals with the effects of change and development on landscape as a resource. The concern ... is with how the proposal will affect the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape and its distinctive character. ... The area of landscape that should be covered in assessing landscape effects should include the site itself and the full extent of the wider landscape around it which the proposed development may influence in a significant manner*."

1.1.2 The potential landscape effects, occurring during the construction and operation periods of the Proposed Development may include, but are not restricted to the following:

- Changes to landscape elements: the addition of new elements or the removal of existing elements such as trees, vegetation and buildings and other characteristic elements of the landscape character area or type;
- Changes to landscape qualities: degradation or erosion of landscape elements and patterns and perceptual characteristics, particularly those that form key characteristic elements of landscape character types or areas or that contribute to the landscape value; and
- Changes to landscape character: landscape character may be affected through the incremental effect on characteristic elements, landscape patterns and qualities (including perceptual characteristics), the magnitude of which is sufficient to alter the overall landscape character type of a particular area.

1.1.3 The Proposed Development may have a direct (physical) effect on the landscape as well as an indirect effect which would be perceived from the wider landscape, outside the immediate site area and its associated landscape character.

1.2 Evaluating landscape sensitivity to change

1.2.1 The sensitivity of a landscape Receptor e.g., a Landscape Character Area, to a particular proposed development is determined by the susceptibility of that landscape Receptor and its value. The methodology describes landscape sensitivity as high, medium, or low and is assessed by considering the landscape Receptor's landscape value and susceptibility to the changes identified as the result of a particular proposed development.

1.2.2 Further guidance on the evaluation of landscape sensitivity and the criteria for assessing value and susceptibility is set out in paragraphs 5.39 – 5.47 of GLVIA 3 and is summarised below.

Landscape value

1.2.3 GLVIA 3 defines landscape value as:

"*The relative value that is attached to different landscapes by society.*"

1.2.4 A consistent approach has been applied to determining the landscape value of the individual landscape character Receptors considered in the landscape assessment. This utilises a range of factors to help understand the value of each landscape Receptor, as follows:

- Landscape designations: whether an area of landscape is recognised by statute (i.e., National Parks), is a heritage coast, a locally designated landscape or is undesignated;
- Landscape quality/condition: a measure of the physical state of the landscape (i.e., the intactness of the landscape and the condition of individual elements);
- Rarity: the presence of rare elements or features in the landscape or the presence of a rare landscape character type;
- Conservation interests: the presence of features of wildlife or historical and cultural interest which add value to the landscape;
- Recreational value: evidence that the landscape is valued for recreational activity where experience of the landscape is important;
- Perceptual aspects: a landscape may be valued for its perceptual qualities, notably tranquillity; and
- Associations: some landscapes are associated with particular people, such as artists or writers, or events in history.

1.2.5 **Table 1.1 Assessing value** draws from the advice provided in GLVIA 3 (LI & IEMA, 2013) and provides further guidance and examples of landscape value. Following on from consultee PIER responses concerning the emerging best practice for the consideration of landscape value, the compilation of the LVIA within the ES has included a review of the Landscape Institute Technical Guidance Note (TGN) 02/21[1] on 'Assessing landscape value outside national designations' that was issued after the submission of the PIER. This review confirms that the selection of landscape value criteria and attribution of landscape value categories adopted in **Table 9B.1 Assessing value** are in accordance with TGN 02/21.

[1] Landscape Institute (2021). *Technical Guidance Note 02/21 Assessing landscape value outside national designations* London. Landscape Institute.

Table 9B.1 Assessing value

Landscape Value Criteria	Landscape value category:		
	High	**Medium**	**Low**
Designations:	Internationally or nationally designated landscape. Management plans aim for conservation.	Locally designated or 'ordinary' landscapes and features. Management plans aim for conservation and enhancement.	Non-designated landscape with detracting, derelict or industrial features. Management plans aim for enhancement and restoration.
Landscape quality, condition and intactness:	A landscape/features recognised to be of high landscape quality and condition with a 'strong' intact/unified and distinctive character. Constant/mature landscape with strong time depth.	A landscape/features that are of a reasonable or medium quality and condition with an intact and recognisable character. Constant or improving state.	A landscape/features that are in a poor condition with a fragmented or indistinct landscape character. The landscape may be in a declining state.
Scenic quality:	A landscape of high aesthetic appeal supported by recognised tourist/visitor literature. There are few or no detracting features.	A landscape of moderate or 'ordinary' aesthetic appeal. There may be some minor detracting features.	A landscape of limited or no aesthetic appeal with many or large-scale detracting features, may by abandoned or partially derelict.
Rarity and representativeness:	A landscape or features that are rare and valued in a national or regional context that is supported by designation.	A landscape or features that are uncommon but, not particularly valued or supported through designation.	A landscape or features that are common and not rare.
Conservation interest and associations:	A landscape with rich and diverse cultural, historic, nature conservation value and recognised literary or artistic associations.	A landscape with some cultural or nature conservation features and interest.	A landscape with few or no cultural or nature conservation features and interest.
Recreation value:	High recreational/tourist value indicated through land use (parks/sports facilities etc.) and the density/hierarchy of recreational routes.	A landscape of moderate recreational value, as indicated by land use and density/hierarchy of recreational routes.	A landscape of limited recreational value, where an appreciation of the landscape has a limited contribution to the public's recreational experience.
Perceptual aspects:	Highest levels of tranquillity and strong perceptions of naturalness.		Developed landscapes which are the antithesis of tranquillity and naturalness.

Landscape susceptibility to change

1.2.6 GLVIA 3 defines landscape susceptibility to change as follows:

"*This means the ability of the landscape Receptor to accommodate the proposed development without undue consequences for the maintenance of the baseline situation…*".

1.2.7 GLVIA 3 also emphasises that susceptibility to change is dependent on the types of development proposed. Paragraph 5.42 states:

"*Some of these existing assessments may deal with what has been called 'intrinsic' or 'inherent' sensitivity, without reference to a specific type of development. These cannot reliably inform assessment of the susceptibility to change since they are carried out without reference to any particular type of development and therefore do not relate to the specific development proposed. Since landscape effects in LVIA are particular to both the specific landscape in question and the specific nature of the development, the assessment of susceptibility must be tailored to the project*."

1.2.8 **Table 9B.2 Assessing susceptibility to the Proposed Development** provides further guidance and examples of landscape susceptibility, which considers the ability of the landscape Receptor, by virtue of its particular physical, visual or perceptual characteristics to accommodate the Proposed Development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies. Common indicators of landscape susceptibility include landscape scale, landform and topography type, openness and enclosure, the nature of the skyline, landmarks, landcover and patterns, presence of perceptual qualities. Other indicators include land use and a rational for the Proposed Development location that may be associated with other development and associated change and movement and how the Proposed Development would relate to the wider landscape context and relationship with adjacent landscapes.

1.2.9 Generally, landscapes with the highest susceptibility to the proposed change will have the least capacity to accommodate that Proposed Development. Conversely, landscapes with the lowest susceptibility to the proposed change are likely to have the greatest capacity to accommodate the Proposed Development.

Table 9B.2 Assessing susceptibility to the Proposed Development

Susceptibility criteria	Landscape susceptibility category		
	High	**Medium**	**Low**
Examples of physical elements/ characteristics	Highly valued elements or combinations of characteristics such as small-scale landscapes with strong topographical variation or distinctive landform and complex patterns, which are essentially intact and susceptible to development.	Elements or combinations of characteristics such as medium to large scale landscapes with more open, simple landform and patterns with some capacity for development.	Common/indistinct elements or combinations of characteristics such as simple and uniform landscapes where similar development is already part of the baseline character and there is capacity for development.
Examples of visual characteristics:	Susceptibility to alteration of regionally/locally valued or distinctive skylines. Views, vistas and skylines with historic landmarks. Areas with a strong visual relationship with surrounding landscapes and limited visual intrusion. Dark skies and low levels of light intrusion.	A partially enclosed landscape offering some visual containment and filtering of views and moderate levels of intervisibility surrounding landscapes. A landscape where light intrusion and some movement and change are already present.	A heavily enclosed landscape which contains or strongly filters views with a corresponding limited visual relationship with surrounding landscapes. A landscape with an absence of visual landmarks. Combinations of broad and simple skylines lacking in landmarks, where development change, movement, light intrusion and/or visual intrusion is present.
Examples of perceptual characteristics:	Perceptions of tranquillity, remoteness or naturalness, with a strong sense of time, depth and/or related special qualities that would be susceptible to development.	Perceptions of moderate tranquillity, remoteness or naturalness. Presence of some visual or audible signs of existing built development /infrastructure giving rise to a landscape with some development capacity.	Landscapes lacking in tranquillity and/or remoteness, which are subject to land use change and high degrees of visual or audible signs of existing built development /infrastructure with development capacity.

Overall landscape sensitivity

1.2.10 How value and susceptibility are combined to determine landscape sensitivity is a matter for informed professional judgement and the following matrix shown in **Table 9B.3 Overall landscape sensitivity** has been used as a guide to assist this

process. In terms of landscape value, national and international landscape designations are generally accorded the highest assessment value.

Table 9B.3 Overall landscape sensitivity

Overall landscape sensitivity		Susceptibility		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	Low
	Low	Medium	Low	Low

1.3 Magnitude of landscape change

1.3.1 The magnitude of landscape change or degree of change resulting from the proposed development is described as high, medium, low or very low, in accordance with GLVIA 3 paragraph 3.27 use of 'word scales'. In those instances where, due to mitigation, there would be no magnitude of landscape change, then this justification is also recorded in the landscape assessment. The magnitude of landscape change is described by reference to its size and scale, geographical extent and duration/reversibility in accordance with GLVIA 3, paragraph 5.48-52 that can be summarised as follows.

- Size or Scale:
  - The size or scale of landscape change is described via a simple word scale to describe the extent or proportion of loss or addition of landscape elements, the degree to which the perceptual characteristics of the landscape may be altered and whether the effect changes the key characteristics, critical to its distinctive character overall.
- Geographical Extent:
  - The geographical extent of the effect is distinct from the size and scale of effect. There may for example be a medium loss of landscape elements affecting a large geographical area, or a high level addition of a proposed development affecting a very localised area, both resulting in a high magnitude of landscape change. The geographical extent is described at a site level within the development site boundary, within the immediate setting of the site, at the scale of the landscape character type or area assessed or on a larger scale, affecting several landscape character types or areas.
- Duration and reversibility:
  - In accordance with GLVIA 3 this is a separate, but linked consideration and the duration of an effect may be described as temporary (short term 0-5 years, medium term 5-10 years or long term 10-20 years) or permanent. The proposed development may also be considered in terms of whether the effects are reversible.

1.3.2 Examples and further guidance on the evaluation of the magnitude of landscape change are described in **Table 9B.4 Magnitude of landscape change .**

Table 9B.4 Magnitude of landscape change

Magnitude of landscape change	Key determining criteria
High	A large-scale change that may include the loss of key landscape elements/characteristics or the addition of new uncharacteristic features or elements that would alter the perceptual characteristics of the landscape. The size or scale of landscape change could create new landscape characteristics and may change the overall distinctive landscape quality and character, typically, but not always affecting a larger geographical extent.
Medium	A medium scale change that may include the loss of some key landscape characteristics or elements, or the addition of some new uncharacteristic features or elements that could alter the perceptual characteristics of the landscape. The size or scale of landscape change could create new landscape characteristics and may lead to a partial change in landscape character, typically, but not always affecting a more localised geographical extent.
Low	A small-scale change that may include the loss of some landscape characteristics or elements of limited characterising influence, or the addition of some new features or elements of limited characterising influence. They may be a small partial change in landscape character, typically, but not always affecting a localised geographical extent.
Very Low	A very small-scale change that may include the loss or addition of some landscape elements of limited characterising influence. The landscape characteristics and character would be unaffected.

1.3.3 The assessment also identifies areas where no landscape change is predicted. In these instances, '*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*'. This commonly occurs where no intervisibility (presence of a line of sight between two locations) or other perceptual effects pathway exists between the landscape Receptor and the proposed development.

2. Visual effects

2.1 Introduction

2.1.1 Visual effects are concerned wholly with the effect of the proposed development on views, and visual amenity and are defined by the Landscape Institute in GLVIA 3, paragraph 6.1 as follows:

"An assessment of visual effects deals with the effects of change and development on views available to people and their visual amenity. The concern ... is with assessing how the surroundings of individuals or groups of people may be specifically affected by changes in the context and character of views."

2.1.2 Visual effects are identified for different Receptors (people) who will experience the view at their place of residence, within their community, during recreational activities, at work, or when travelling through an area.

2.1.3 The level of visual effect (and whether this is significant) is determined through consideration of the *'sensitivity'* of each visual Receptor (or range of sensitivities for Receptor groups) and the *'magnitude of change'* that would be brought about by the construction and operation proposed development. Visual assessment unavoidably involves a combination of both quantitative and subjective assessment and wherever possible a consensus of professional opinion is sought through consultation and internal peer review.

2.2 Viewpoint analysis

2.2.1 Viewpoint analysis is used to assist the assessment and is conducted from selected viewpoints within the Study Area. The purpose of this is to assess both the level of visual impact for particular Receptors and to help guide the design process and focus the assessment. A range of viewpoints are examined in detail and analysed to determine whether a significant visual effect would occur. By arranging the viewpoints in order of distance it is possible to define a threshold or outer geographical limit, beyond which there would be no further significant effects.

2.2.2 The LVIA therefore include viewpoint analysis prepared for each viewpoint and presented as supporting evidence in an appendix to the LVIA. A summary table of the findings will also be provided in order of distance from the base of the chimneys in the EfW CHP Facility Site. This summary table will have the benefit of allowing an analysis of the results to be included helping to define the direction, elevation, geographical spread and nature of the potential visual effects and identify the areas where significant effects are likely to occur. This approach seeks to provide clarity and confidence to consultees and decision makers by allowing the detailed judgements and the magnitude(s) of visual change that Receptors will experience as a consequence of the construction and operation of the Proposed Development to be more readily scrutinised and understood.

2.3 Evaluating visual sensitivity to change

Visual sensitivity: susceptibility

2.3.1 With reference to paragraphs 6.33 - 6.35 of GLVIA 3, the visual Receptors most susceptible to change are likely to include:

- people at their place of residence (especially using rooms normally occupied in daylight hours – paragraph 6.36 GLVIA 3);
- people engaged in outdoor recreation whose attention or interest is likely to be focussed on the landscape and on particular views;
- visitors to heritage assets or other attractions where views of the surroundings are likely to make an important contribution to their experience; and
- people in their community where views contribute to the landscape setting enjoyed by residents.

2.3.2 People using the transport network are usually considered to be moderately susceptible to change unless travelling on recognised scenic routes.

2.3.3 Visual Receptors likely to be less susceptible to change include:

- people engaged in outdoor recreation that does not depend upon appreciation of views of the landscape; and
- people at their place of work where views of the landscape are not an important contributor to the quality of working life.

Examples and further guidance on the evaluation of visual Receptor susceptibility are described in **Table 9B.5 Visual Receptor susceptibility.**

Table 9B.5 Visual Receptor susceptibility

Visual Receptor susceptibility	Key determining criteria
High	Receptors in this category typically include people that are: ▪ Residents of settlements or isolated dwellings (main living space used in daylight hours). ▪ Visitors to outdoor attractions. ▪ Recreational routes (national trails, long distance footpaths and PRoWs; Sustrans national cycle routes (NCR); open access land/beaches and recognised scenic driving routes). ▪ People generally, undertaking recreational activity where the main focus of the activity involves an appreciation of the landscape.
Medium	Receptors in this category would generally include people travelling through the landscape on road, rail or other transport routes and people undertaking activities where it is likely that their surroundings have some influence upon their enjoyment (e.g., angling and golf).
Low	Receptors in this category would generally include people for whom their surroundings are unlikely to be a primary concern or affect how they undertake their current activity.

Visual Receptor susceptibility	Key determining criteria
	Receptors are likely to include people at their place of work, people travelling on main roads through built up areas, dual-carriageways or motorways or taking part in activities not involving an appreciation of the landscape (e.g., playing team sports).

Visual sensitivity: value

2.3.4 The factors influencing judgements regarding the value attached to views by Receptors is set out at paragraph 6.37 of GLVIA 3 and in summary covers:

- Any recognition of the value attached to a particular view in relation to heritage assets or through planning designations; and
- Any indications of value provided by guidebooks and tourist literature, the inclusion of specific viewpoints on OS maps, provision of parking places at scenic locations and/or provision of interpretation materials.

2.3.5 Examples and further guidance on the evaluation of value attached to views are described in **Table 9B.6 Value attached to views.**

Table 9B.6 Value attached to views

Visual Receptor value	Key determining criteria
High	Notable specific value attached for example in relation to heritage assets, references in literature/art and or promoted by planning designation. Likely inclusion of facilities at or near viewpoint e.g., parking places, sign boards and interpretative material. Likely to be of high scenic quality and located within or overlooking a designated landscape.
Medium	Some indicators of value are present e.g., views well know at a local level and/or may be part of wider visual amenity experienced along a locally promoted footpath route. Likely to be of moderate scenic quality.
Low	No indication of any value attached to view/s or visual amenity. Likely to be of low scenic quality.

Overall visual sensitivity

2.3.6 Examples of the judgements made regarding the susceptibility of visual Receptors used in this assessment are described in **Table 9B.7 Overall visual sensitivity.**

Table 9B.7 Overall visual sensitivity

Overall visual sensitivity		Susceptibility		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	Low
	Low	Medium	Low	Low

2.4 Evaluating the magnitude of change to the view

2.4.1 The magnitude of visual change is described as high, medium, low, or very low which is in accordance with the guidance on the use of 'word scales' provided in Paragraph 3.27 of GLVIA 3. In any instances where the proposed development would not be visible, due to screening, then this is also recorded as '*No Change*' in the magnitude of change column of the assessment tables and the resulting level of visual effect identified as '*No Effect*'.

2.4.2 The magnitude of visual change is assessed taking into account the composition of the visual baseline and is described by reference to the size and scale, geographical extent and duration/reversibility of the proposed development in accordance with GLVIA 3 as follows:

- Size and Scale:
  - Scale of change: The scale of change in the view is determined by the loss or addition of features in the view and changes in the composition and extent of view affected. This can in part be described objectively by reference to the numbers and scale of new objects visible and the horizontal/vertical field of view that these new objects will occupy. Other descriptors such as 'dominant', 'prominent', 'noticeable' and 'negligible' can also be used to describe the scale of change.
  - Contrast: The degree of contrast or integration that will be generated by the introduction of any new features or changes in the view that will arise with the existing or remaining visual elements and characteristics in terms of form, scale, mass, line, height, colour and texture. Developments which contrast or appear incongruous in terms of colour, scale and form are likely to be more visible and result in the generation of a higher magnitude of change.
  - Speed: The speed at which the proposed development may be viewed will affect how long the view is experienced (continuously, intermittently, glimpsed or repeatedly and sequentially along a route) and the likelihood of the proposed development being noticed by people travelling in cars or trains compared to those who may be walking/riding/cycling and able to stop and 'take in' a view.
  - Screening: The proposed development may be wholly or partly screened by landform, vegetation (including seasonal effects due to hedgerow

management and seasonal variations in deciduous leaf cover) and/or buildings. Conversely visual Receptors with open views, particularly from landscapes where such views are a key characteristic, are likely to be able to see a greater proportion of the proposed development.

  - Skyline/background: Whether the proposed development would be viewed against the skyline or a background landscape may affect the level of contrast and magnitude, for example, skyline developments may be more noticeable, particularly where they affect open and uninterrupted horizons.

- Geographical Extent:
  - Distance: The separation distance from the proposed development can be measured objectively. Distance often provides a strong indicator of the magnitude of visual change, subject to any intervening screening of the proposed development by landform, vegetation, or buildings.
  - Angle of view: The angle of view may be considered in terms of whether the proposed development will be seen directly in front of a visual Receptor or if it will be seen more obliquely. Road users are generally more aware of the views in their direction of travel, whilst train passengers are more aware of views perpendicular to their direction of travel. Elevated views are likely to reveal more of the proposed development, whereas low level views are more likely to be screened by intervening built form and vegetation.
  - Geographical extent of area over which the changes would be visible. This can be defined by the distance, area and the horizontal and vertical field of view affected.
  - Speed of Travel: The speed at which a development may be viewed will affect how long the view is experienced and the likelihood of a development being particularly noticed by people travelling in cars compared to those who may be walking and able to stop and ‘take in’ a view.
- Duration and reversibility:
  - In accordance with GLVIA 3 this is a separate, but linked consideration and the duration of any visual effect may be described as temporary (short term 0-5 years, medium term 5-10 years or long term 10-20 years) or permanent. The proposed development may also be considered in terms of whether the effects are reversible.

2.4.3 Further guidance on the evaluation of the magnitude of visual change is provided in **Table 9B.8 Magnitude of visual change.**

Table 9B.8 Magnitude of visual change

Magnitude of visual change	Key determining criteria
High	A large and prominent change to the view, appearing in the fore to middle ground and involving the loss/addition of a number of features, which is likely to have a strong degree of contrast and benefits from little or no screening. The view is likely to be experienced at static or low speed and is more likely to be continuously/sequentially visible from a route.
Medium	A moderate and prominent/noticeable change to the view, appearing in the middle ground and involving the loss/addition of features and a degree of contrast with the existing view. There may be some partial screening. The view is likely to be experienced at static or low to medium speed and is more likely to be intermittently or partially visible from a route.
Low	A noticeable or small change, affecting a limited part of the view that may be obliquely viewed or partly screened and/or appearing in the background of the view. This category may include rapidly changing views experienced from fast-moving road vehicles or trains.
Very Low	A small or negligible change to the view that may be obliquely viewed and mostly screened and/or appearing in the distant background or viewed at high speed over short periods and capable of being missed by the casual observer.

3. Types of landscape and visual effect

3.1 Overview

3.1.1 The EIA Regulations also require that the level of effect is described in terms of its 'type' or 'nature' of effect (whether the effect is permanent and temporary, direct and indirect, beneficial, neutral and/or adverse and or cumulative). These terms are defined below:

3.2 Temporary or short-term, long-term, or permanent

3.2.1 The time period over which an effect may occur is referred to as temporary and short term (0 to 5 years), medium term (5-10 years) long term (10-25 years), or permanent.

3.3 Direct or indirect effects

3.3.1 Direct effects relate to the host landscape and concern both physical and perceptual effects on the Receptor. Indirect effects relate to those landscapes and Receptors which separated by distance or remote from the Proposed Development and therefore are only affected in terms of visual or perceptual effects. The Landscape Institute also defines indirect effects as those which are not a direct result of the development but are often produced away from it or as a result of a complex pathway.

3.4 Beneficial, adverse or neutral

3.4.1 The landscape and visual effects may be beneficial, neutral, or adverse. The assessment tends to assume that the nature of the effects would be 'adverse' unless otherwise stated however, not all change, including high levels of change, is necessarily adverse. The LVIA considers architectural and aesthetic factors such as the visual composition of the landscape and/or townscape in the Receptor's view together with the Proposed Development. The Proposed Development may or may not be reasonably accommodated within the scale and character of the landscape as seen from the Receptor location as follows:

- In Landscape Terms:
  - Beneficial landscape effects would require development to add to the landscape quality and character of an area and would entail landscape mitigation and enhancement, combined with good landscape and architectural design quality.
  - Neutral landscape effects would include changes that neither add nor detract from the quality and character of an area including development that may be reasonably accommodated within the scale and capacity of the landscape in

the context of landscape management and change, and negligible magnitudes of change.

- Adverse landscape effects may include the loss of landscape elements such as mature trees and hedgerows as part of construction or development that exceeds landscape capacity, leading to a reduction in landscape quality and character of an area.

- In Visual Terms:
  - Beneficial or positive effects would include landscape mitigation and enhancement, combined with good landscape and architectural design quality resulting in a proposed development that can be reasonably well accommodated within the scale and landscape setting or context and/or which can be reasonably assessed as enhancing a visual Receptor's view;
  - Neutral visual effects include changes that neither add nor detract from the quality and character of an area or view including development that appears reasonably well accommodated within the scale and setting or context and includes very low magnitudes of change; and
  - Adverse or negative effects are likely to result from poor design quality such as the scale of the proposed development relative to the underlying landscape scale and landscape setting or context, or other visual factors that may reduce scenic quality, such that the development may appear dominating, over intrusive, overbearing, or oppressive for example.

3.5 Cumulative Effects:

3.5.1 Landscape and visual effects may also be cumulative with other relevant consented, or application development. Further details are included in Section 5.

4. Cumulative Landscape and Visual Effects

4.1 Type of cumulative effect

4.1.1 The assessment of cumulative landscape or visual effects is essentially the same as for the assessment of the primary or 'stand-alone' landscape or visual effects, in that the level of effect is determined by assessing the sensitivity of the Receptor and the magnitude of change, although the cumulative assessment considers the magnitude of change posed by multiple developments. Chapter 7 of GLVIA 3 notes that this is an evolving area of practice, but provides the following definitions sourced from the most recent established guidance (*Guidance: Assessing the Cumulative Impact of Onshore Wind Energy Developments*, Scottish Natural Heritage, 2012) in response to wind farm development as follows:

Cumulative effects are defined as "*the additional changes caused by a proposed development in conjunction with other similar developments or as the combined effect of a set of developments taken together*".

4.1.2 Types of cumulative effect are defined as follows:

- Cumulative Landscape Effects:
  - Where more than one development may have an effect on a landscape designation or landscape character, key characteristics and elements through either an 'additional' or 'in combination' effect.
- Cumulative Visual Effects:
  - The cumulative or incremental visibility of similar types of development that may combine to have a cumulative visual effect on the view or visual amenity. These can be further defined as follows:
    - Simultaneous or combined: where two or more developments may be viewed from a single fixed viewpoint simultaneously, within the viewer's field of view and without requiring them to turn their head[2];
    - Successive or repetitive: where two or more developments may be viewed from a single viewpoint successively as the viewer turns their head or swivels through 360°; and
    - Sequential: where a number of developments may be viewed sequentially or repeatedly at increased frequency, from a range of locations when travelling along a route within the Study Area.

4.1.3 A cumulative landscape or visual effect simply means that more than one type of development is present or visible within the landscape. Other forms of existing development and land use such as woodland and forestry, patterns of agriculture, built form, and settlements already have a cumulative effect on the existing landscape that is already accepted or taken for granted. These features often

[2] Note: A person's field of view is variable but is approximately 90° when facing in one direction.

contribute strongly to the existing character, forming a positive or adverse component of the local landscape.

4.1.4 Whilst cumulative assessment considers other development, it should not be considered as a substitute for individual LVIA assessment in respect of the other developments that may be included as part of the baseline.

4.2 Cumulative Study Area

4.2.1 The Cumulative Study Area is the same as the 17km radius Study Area, as illustrated in **Figure 9.1 (Volume 6.3)**. Other existing, under-construction, consented and known planning application sites included within this area are shown on **Figure 18.1 (Volume 6.3)**. Sites within the Cumulative Study Area which are considered likely to contribute to a significant cumulative effect in 'addition' or in 'combination' with the Proposed Development are included in the assessment.

4.3 Evaluation of Cumulative Landscape and Visual Effects

4.3.1 The evaluation of cumulative effects is assisted by the matrix in **Table 9B.9 Level of effect**, which is used to guide the assessment.

4.3.2 The cumulative assessment will be prepared to ensure that, as well as the effects of the Proposed Development, the additional and combined cumulative effects are also reported.

4.3.3 The level and significance of a cumulative landscape effect is determined in the same manner as for the LVIA, i.e., through a combination of sensitivity and magnitude of change. The resulting level of cumulative effect may remain at the same level of effect or increase to a higher level of effect as follows:

- A significant effect from the Proposed Development is predicted in addition or combination with another significant effect attributed to other development(s). The effect is still termed significant and cumulative, but is a greater level of effect than for either development individually;
- A significant effect from the Proposed Development is predicted in addition or combination with another non-significant effect attributed to other development(s). The effect is still termed significant and cumulative, but is attributed to the Proposed Development and is a greater level of effect than for either development individually;
- A non-significant effect from the Proposed Development is predicted in addition or combination with another significant effect attributed to other development(s). The effect is still termed significant and cumulative, but is attributed to the other development(s) and is a greater level of effect than for either development individually; and
- A non-significant effect from the Proposed Development is predicted in addition or combination with another non-significant effect attributed to other development(s). The effect is still termed cumulative and is a greater level of effect than for either development individually; the combined effect however, may or may not be significant.

5. Significance evaluation methodology

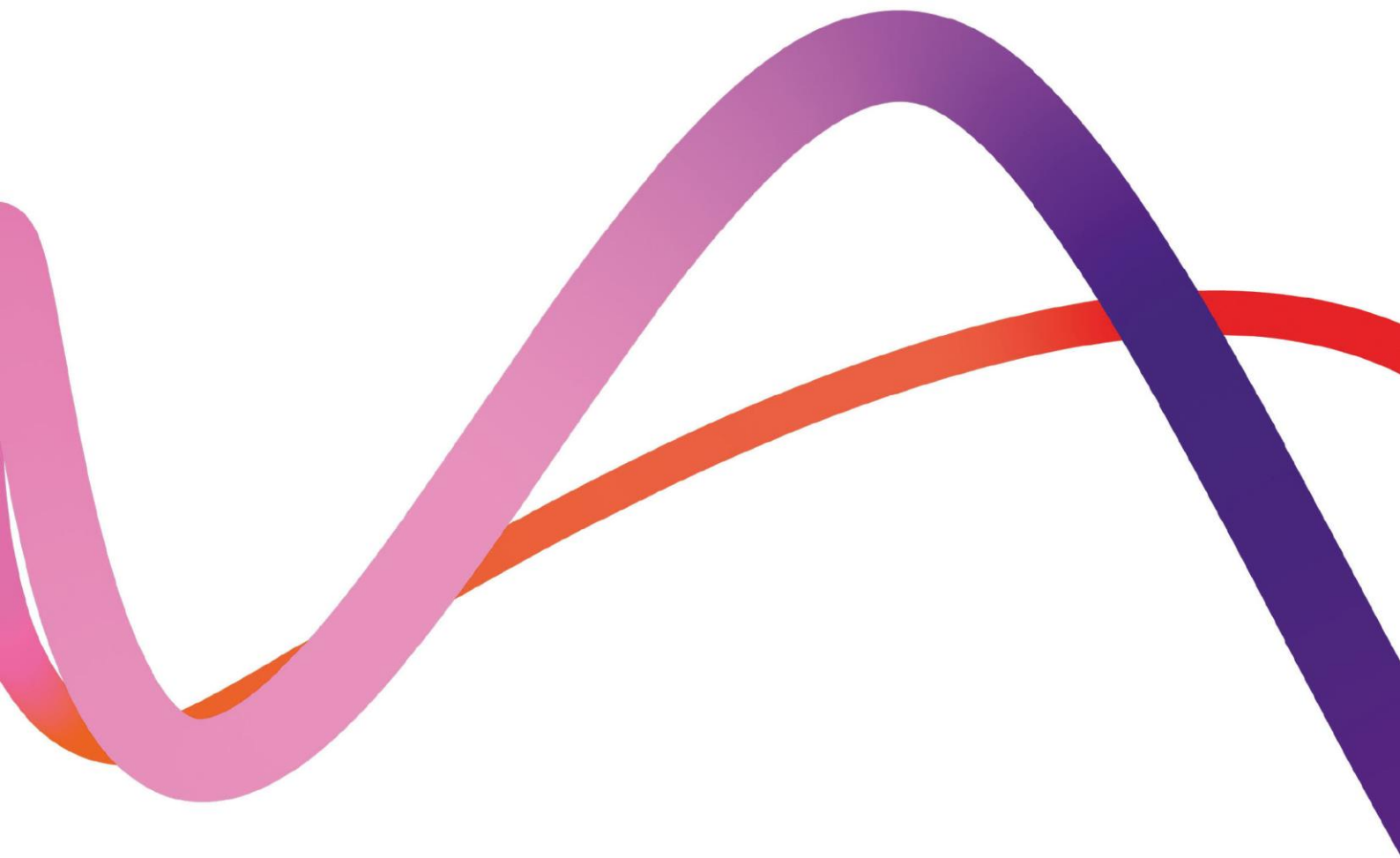
5.1.1 The level of landscape and visual effects will be determined with reference to landscape or visual sensitivity and the magnitude of landscape or visual change experienced. For each Receptor the evaluation process will be informed by use of a matrix as shown in **Table 9B.9 Level of effect**, below.

Table 9B.9 Level of effect

Magnitude of change	Sensitivity of Receptor		
	High	**Medium**	**Low**
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)

5.1.2 In line with the emphasis placed in GLVIA 3 upon application of professional judgement, the adoption of an overly mechanistic approach through reliance upon a matrix as presented in **Table 9B.9 Level of effect** will be avoided. This will be achieved by the provision of clear and accessible narrative explanations of the rationale underlying the assessment made for each landscape and visual Receptor over and above the outline assessment provided by use of the matrix. Matrices for landscape and visual effects are provided as a summary in support of the narrative explanations. Wherever possible cross references will be made to baseline figures and/or to photomontage visualisations in order to support the rationale.

5.1.3 In accordance with the EIA Regulations, it is important to determine whether the predicted effects are likely to be 'significant'. Significant landscape and visual effects, in the assessor's opinion, resulting from the proposed development would be all those effects that result in a 'Major' or potentially a 'Moderate' level of effect and any exceptions would be clearly explained. In particular a more detailed rationale will be provided for ascribing whether an effect would be 'significant' or 'not significant' where the assessment concludes that the level of effect would be 'Moderate' and therefore 'potentially significant'.



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Combined Heat and Power Facility

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Environmental Statement Chapter 9 Landscape and Visual Appendix 9C: NCA & LCT/LCA Key Characteristics Summaries

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

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Appendix 9C
NCA & LCT/LCA Key Characteristics Summaries

Executive summary

Two National Character Areas (NCAs) lie within the LVIA Study Area comprising NCA 46: The Fens; and NCA 76: North West Norfolk. The key characteristics of these NCAs, as described in the published Profiles, and that are pertinent to the Study Area have been reproduced in this Appendix.

The District level Landscape Character Types (LCTs) and Landscape Character Areas (LCAs) have been defined in four extant publications. In total, 19 LCTs/LCAs have been carried through as individual landscape Receptors for consideration in the LVIA and their key characteristics are reproduced in this Appendix.

Contents

1. National Character Areas

1.1 Overview

1.1.1 Two National Character Areas (NCAs) lie within the LVIA Study Area as illustrated in **Figure 9.9i: National Character Areas** of **Chapter 9: Landscape and Visual (Volume 6.2)** as follows:

- NCA 46: The Fens; and
- NCA 76: North West Norfolk.

1.1.2 These have been defined and described in the published Natural England NCA Profiles as follows:

- *NCA Profile: 46. The Fens (NE424)*[1]; and
- *NCA Profile: 76 North West Norfolk (NE520)*[2].

1.1.3 Key characteristics of these NCAs, as described in the published Profiles, and that are pertinent to the Study Area are set out under **Sections 1.2** and **1.3** below.

1.2 NCA 46: The Fens

1.2.1 Key characteristics of NCA 46: The Fens are:

- Expansive, flat, open, low-lying wetland landscape influenced by the Wash estuary, and offering extensive vistas to level horizons and huge skies throughout, provides a sense of rural remoteness and tranquillity.
- Jurassic clays are overlain by rich, fertile calcareous and silty soils over the coastal and central fens and by dark, friable fen peat further inland. The soils are important for agriculture, which is hugely significant for the rural economy in the Fens. There are over 4,000 farms in the Fens; enough wheat is grown here annually to produce a quarter of a million loaves of bread and one million tons of potatoes are grown here. In addition to traditional vegetables, exotics such as pak choi are now cultivated. Some forty percent of England's bulbs and flowers are also produced in the Fens.
- The Wash is the largest estuarine system in Britain, supporting internationally important intertidal and coastal habitats influenced by constant processes of accretion and deposition, forming salt marsh and mudflats and providing habitats for wildfowl, wading birds and other wildlife, including grey seals and approximately 90 percent of the UK's common seals. It also provides important natural sea defences and plays a key role in climate change regulation. Flood storage areas on the Nene, Cam, Lark and Ouse Washes also provide significant biodiversity interest. True fen mainly occurs at remnant conservation sites, such as Baston or Wicken Fen.

[1] Natural England (2013). NCA: 46. The Fens (NE424). [online].
[2] Natural England (2014). NCA Profile: 76 North West Norfolk (NE520). [online].

- Overall, woodland cover is sparse, notably a few small woodland blocks, occasional avenues alongside roads, isolated field trees and shelterbelts of poplar, willow and occasionally *leylandii* conifer hedges around farmsteads, and numerous orchards around Wisbech. Various alders, notably grey alder, are also used in shelterbelts and roadside avenues.
- The predominant land use is arable – wheat, root crops, bulbs, vegetables and market gardening made possible by actively draining reclaimed land areas. Associated horticultural glasshouses are a significant feature. Beef cattle graze narrow enclosures along the banks of rivers and dykes and on parts of the salt marsh and sea banks.
- Open fields, bounded by a network of drains and the distinctive hierarchy of rivers (some embanked), have a strong influence on the geometric/rectilinear landscape pattern. The structures create local enclosure and a slightly raised landform, which is mirrored in the road network that largely follows the edges of the system of large fields. The drains and ditches are also an important ecological network important for invertebrates, fish including spined loach, and macrophytes.
- The area is very rich in geodiversity and archaeology, with sediments containing evidence for past environmental and climate changes and with high potential for well-preserved waterlogged site remains at the fen edge, within some of the infilled palaeo-rivers and beneath the peat.
- Large, built structures exhibit a strong vertical visual influence, such as the 83 m high octagonal tower of 'Boston Stump' (St Botolph's Church), Ely Cathedral on the highest part of the Isle of Ely dominating its surrounding fen, wind farms and other modern large-scale industrial and agricultural buildings, while drainage and flood storage structures and embanked rail and road routes interrupt the horizontal fen plain.
- Settlements and isolated farmsteads are mostly located on the modestly elevated 'geological islands' and the low, sinuous roddon banks (infilled ancient watercourses within fens). Elsewhere, villages tend to be dispersed ribbon settlements along the main arterial routes through the settled fens, and scattered farms remain as relics of earlier agricultural settlements. Domestic architecture mostly dates from after 1750 and comprises a mix of late Georgian-style brick houses and twentieth century bungalows.

1.3 NCA 76: North West Norfolk

1.3.1 The pertinent key characteristics of NCA 76: North West Norfolk which coincides with the eastern fringes of the Study Area are:

- Open, rolling arable landscape, accentuated by the large geometric field pattern of the eighteenth century and offering frequent long views;
- Extensive arable cropping and some areas of mixed farming;
- Smaller-scale, intimate pastoral character within river valleys;

- Significant belts of mixed woodland and plantation and some remnant heath on the Greensand in the west;
- Dominant pattern of large-scale rectangular fields, with well-trimmed hawthorn hedges and mature hedgerow trees (predominantly oak and beech) away from the northern area. Scots pine rows are striking field boundary features in the west;
- Rivers are prominent in the west and north of the NCA where they contribute to a more intimate, pastoral character, with small areas of flood plain grazing marsh;
- Small villages and outlying farms with flint, usually clay-tiled, buildings but some built from distinctive orange sandstone (carstone) and sometimes chalk on the western escarpment; and
- There is a dispersed settlement pattern, often clustered around a green, common or pond, and linked by a few roads, straight and often with very wide verges, especially in the northern part of the NCA.

2. District Level Landscape Character Types (LCTs) and Landscape Character Areas (LCAs)

2.1 Overview

2.1.1 The distribution of LCTSs and LCAs which lie within the LVIA Study Area is illustrated in **Figure 9.9ii: Landscape Character Types and Areas** of **Chapter 9: Landscape and Visual (Volume 6.2)**. These have been defined and described in four extant assessments as follows:

- *Fenland District Council's Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation*[3];
- *King's Lynn and West Norfolk Borough Landscape Character Assessment*[4];
- *Strategic Landscape Capacity Study for South Holland District Council*[5]; and
- *Landscape Character Assessment for Peterborough City Council*[6].

2.1.2 In total, 19 LCTs/LCAs have been carried through as individual landscape Receptors for consideration in the LVIA and their key characteristics are set out in Sections 2.2 to 2.5. A small number of additional LCTs/LCAs coincide with the LVIA Study Area but will not be considered further within the assessment. This is because only a very small proportion of the LCA extends into the periphery of the LVIA Study Area (as illustrated in **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3)**) and the separation distances means that the potential for significant landscape effects would not occur. The LCAs/LCTs 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).

[3] Fenland District Council. (2009). Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation. [online].
[4] Borough Council of King's Lynn & West Norfolk (2007). King's Lynn and West Norfolk Borough Landscape Character Assessment. [online].
[5] South Holland District Council. (2003). Strategic Landscape Capacity Study. [online].
[6] Peterborough City Council. (2007). *Landscape Character Assessment for Peterborough City Council.* [online].

2.2 Fenland District

Overview

2.2.1 Four LCAs within the Fenland District coincide with the LVIA study as follows:

- Wisbech Settled Fen LCA;
- The Fens LCA;
- March Clay Island LCA; and
- Whittlesey Island LCA.

2.2.2 The key characteristics of the three LCAs carried through to the LVIA, as documented in the *Fenland District Council's Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation*[3] and that are pertinent to the Study Area, are set out below.

Wisbech Settled Fen LCA

2.2.3 The key characteristics of the Wisbech Settled Fen LCA are:

- A relatively flat landscape that is heavily settled compared to the surrounding peaty fens;
- Settlement pattern includes a number of nucleated villages with twentieth century ribbon development along the local roads;
- Market towns and villages have an historic core with traditional buildings, village green and church;
- A mix of straighter main roads and more organic, winding secondary roads;
- Linear waterways, river and ditches;
- Fruit orchards and other plant nurseries form a sub area west of Wisbech;
- Orchards enclosed by shelter belts of pollarded poplars and alders to create a small to medium scale landscape; and
- Traditional buildings are red brick as opposed to the buff brick used in surrounding areas.

2.2.4 The *Fenland District Council Wind Turbine Development Policy Guidance*[3] also sets out several distinctive features within the LCA as follows:

- Presence of pylons, particularly north of Wisbech;
- A47;
- Navigable River Nene with associated ships, port and lifting equipment;
- Large drains such as North Level Main Drain;
- Wisbech with its elegant Georgian merchant houses fronting onto River Nene;
- Large number of bungalows; and

- Glasshouses associated with orchards and nurseries.

The Fens LCA

2.2.5 The key characteristics of the Fens LCA are as follows:

- Large scale, flat and open landscape with extensive views and large skies;
- Largely unsettled, arable landscape with isolated villages and scattered individual properties;
- Individual properties often surrounded by wind breaks including numerous conifers;
- Rectilinear field structure divided by the pattern of artificial drainage ditches;
- Very few hedgerows in landscape;
- Productive and functional landscape with few recreational uses; and
- Long, straight roads, elevated above surrounding fields but locally uneven.

2.2.6 The distinctive features of the LCA, as set out in the *Fenland District Council Wind Turbine Development Policy Guidance*[3] are:

- Wind turbines at Coldham, Glass Moor, Ransom Moor and on the northern edge of March;
- Coldham Estate which has a more structured pattern of trees, hedges and woodland;
- North Level Main Drain;
- March with its historic core;
- Old Course of the River Nene; and
- Pylons and overhead wires.

March Clay Island LCA

2.2.7 The key characteristics of March Clay Island LCA, which are pertinent to the Study Area are:

- Slightly elevated clay island set within the surrounding Fens, rising to a maximum height of 6m AOD;
- Built edge of settlements include some unsympathetic industrial structures;
- Very little woodland but some large individual oak trees;
- Vegetation and built form create good visual enclosure in places, particularly in the villages;
- Paddocks and smaller fields related to settlements;
- Hedgerows and poplar belts present, particularly along the sides of roads;
- Older roads are much more winding than the straight roads of the Fens; and

- Open panoramic views across Fens.

2.2.8 The distinctive features cited in the *Fenland District Council Wind Turbine Development Policy Guidance*[3] include:

- Large pylons visible close to the March Clay Island;
- A141 bypassing March, Wimblington and Doddington; and
- Views to wind farm at Ranson Moor.

2.3 King's Lynn and West Norfolk Borough

Overview

2.3.1 The central, eastern, north-eastern and south-eastern parts of the Study Area are located in the Borough of King's Lynn and West Norfolk. The landscape character types (LCTs) defined in the *King's Lynn and West Norfolk Borough Council Landscape Character Assessment*[4] which coincide with the LVIA Study Area are:

- 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.

2.3.2 The LCTs are further subdivided into spatial discrete LCAs, with 17 LCAs present within the Study Area as follows:

- LCT B: Drained Coastal Marshes:
  - LCA B1: Terrington.
- LCT D: The Fens - Settled Inland Marshes:
  - LCA D1: Clenchwarton Marsh;
  - 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 H6: Hilgay and Southery

2.3.3 The key characteristics of the 13 LCAs carried through to the assessment, as documented in the *King's Lynn and West Norfolk Borough Council Landscape Character Assessment*[4], are set out below.

LCA D2: Walpole, Terrington and Clench Warton

2.3.4 The key characteristics of LCA D2: Walpole, Terrington and Clenchwarton are as follows:

- This large-scale, low-lying landscape offers extensive panoramic views in all directions, occasionally framed by fruit orchards (which contribute to sense of place) scattered throughout the area;
- The underlying geology of predominantly mudstone gives rise to rich soils, which are primarily used for arable farming;
- Dykes and ditches, often aligned with reeds and rushes, demarcate the small to medium sized mainly irregular fields, and often also follow the course of rural roads;
- Dykes are low and often only visible from a short distance, greatly adding to the continuous expansive character of the area;
- The horizon appears cluttered in places due to the variety of vertical elements of differing sizes, including buildings i.e., farmsteads, glasshouses and residential, communication masts, and tall vegetation;
- Pylons and village churches are conspicuous landmarks in all directions.
- Rows of poplars lining drainage channels in the adjacent Character Area D3 (Terrington St. John) are also frequently visible in views to the south whilst the edge of West Lynn is visible from locations in the east of the area;
- Settlement pattern consists of large-scale farmsteads and nucleated hamlets and villages, including Walpole St. Andrew and St. Peter, Terrington St. Clement and Clenchwarton. Building character varies from old style farmhouses to relatively new suburban red or buff coloured brick housing;
- A network of narrow rural roads, frequently lined with tall vegetation, connects the villages; and

- Tranquillity in the LCA largely depends on proximity to the fast-moving traffic corridors of the A17 and A47, which dissect this LCA and provide a constant source of noise and movement.

LCA D3: Terrington St. John

2.3.5 The key characteristics of LCA D3: Terrington St. John are as follows:

- This very flat and low-lying LCA has an underlying geology of predominantly mudstone, which is reflected in the extremely fertile soils;
- The land use is mainly arable with the small generally regular fields often demarcated by dykes and ditches (usually lined with reeds and rushes);
- Several small bridges crossing the wider drains are distinctive features throughout the LCA, contributing to sense of place;
- A strong sense of tranquillity is apparent throughout the LCA, emphasised by the general lack of development;
- Settlement pattern consists of the village of Terrington St. John, scattered houses and large farmsteads with slow-moving tractors forming a constant feature on the horizon;
- Set back from the roads and concentrated around settlement edges, the distinct vertical shapes of fruit orchard trees, arranged in neat rows, guide views and provide a strong sense of place;
- Views in every direction across the area are dominated by rows of poplars and rows of communication masts slicing through the fields, which (together with the church in West Walton in LCA D4) provide the main focal points in this expansive, large-scale LCA. The combination of differing vertical elements including rows of trees, pylons, orchards, buildings and tall vegetation (occasionally lining the roads), makes for a cluttered skyline in places; and
- Several straight, fairly busy roads (with settlement concentrated largely linearly along the roads), cut through the LCA from north to south, connected by several more rural and peaceful roads.

LCA D4: Emneth, West Walton and Walsoken

2.3.6 The key characteristics of LCA D4: Emneth, West Walton and Walsoken are as follows:

- Intensively managed agricultural fields dominate this remarkably flat, low-lying LCA with agricultural vehicles a recurring feature;
- Dykes and ditches, frequently lined with reeds, rushes and occasionally shrubs (including ash, willow and hawthorn) divide the generally large fields and bring topographical change;
- The patchwork of arable fields, orchards, plantation woodlands, together with a variety of vertical elements including large-scale farms, glasshouses, pylons,

frequent rows of poplars and other tall vegetation, give the LCA a cluttered appearance with few points of focus;

- Orchards are particularly abundant directly east of Wisbech and give a sense of enclosure (with the neat rows of low trees channelling views) contrasting greatly with the expansiveness in the rest of the LCA;
- Settlement pattern consists of farms, which are generally dotted along the rural roads, and several mainly linear villages including Tilney St. Lawrence, Emneth and Marshland St. James, which has a distinctive character;
- Small bridges crossing the drains lining the roads and giving access to houses and farms, are typical throughout the LCA;
- Built character varies between old farmhouses and more modern suburban red or buff brick buildings;
- Sense of tranquillity varies in the area depending on proximity to the busy transport corridor of the A47 (with its visual, noise and movement intrusion) and the urban fringe around Wisbech; and
- A pattern of several, more or less parallel, fairly busy, urban roads (frequently lined with tall species-rich vegetation, including mature trees such as oak and ash) covers the LCA and connects its villages.

LCA D5: Outwell

2.3.7 The key characteristics of LCA D5: Outwell are as follows:

- The sinuous, practically merged, villages of Outwell and Upwell, within a backdrop of arable farmland and plantations, dominate this very flat, low-lying landscape with its vast open skies;
- The small to medium, mainly regular fields are demarcated by dykes and ditches, which are often lined with reeds and rushes and other low vegetation;
- Both Outwell and Upwell encompass two roads on either side of a watercourse (the old course of the River Nene) with the buildings lining the roads. The presence of several small bridges giving access to the houses contributes to the unique, distinctive nature of the LCA;
- Settlement pattern further consists of several isolated farmsteads with associated farm buildings, dotted linearly along the rural roads. The built character of the LCA varies between traditional (red or colourwash brickwork and slate) houses and farmsteads and more modern red or colourwash brick buildings;
- A strong sense of tranquillity is notable throughout the LCA, despite the presence of busy transport corridors such as the A1101 and the A1122;
- Views are generally open, but the horizon is cluttered in places with a wide array of vertical elements such as buildings, mature trees, communication masts and overhead wires, rows of poplars and orchards. Structures and fences associated with horse and pony paddocks are also apparent landscape features;

- Fruit orchards are generally set back from the roads, channelling views and creating a sense of enclosure in places; and
- The transport corridors follow the natural course of the rivers and creeks in the area, giving the landscape a more organic feel than is the case in the rest of the Settled Inland Fens LCT.

LCA E1: Tilney All Saints

2.3.8 The key characteristics of LCA E1: Tilney All Saints are as follows:

- Intensive arable farming dominates this largely undeveloped, low-lying, strikingly flat LCA with its large open skies, evoking a strong sense of isolation and exposure;
- A system of dykes and ditches (often lined with reeds and rushes) with grassy verges demarcate the fields, providing a stark contrast with the black peat;
- No distinct pattern is apparent in the fairly large fields to the north of the LCA with fields becoming smaller and more regular and geometric towards the south;
- Prominent vertical elements such as communication masts, orchards (both within the character area and looking across adjacent areas) and rows of poplar trees draw the eye in this large-scale continuous landscape;
- Views across adjacent Open Inland Marshes towards the south are panoramic and open whereas the skyline within views in other directions, especially looking towards the more developed surrounding LCAs (Settled Inland Fens LCT), has a somewhat cluttered appearance;
- The only forms of settlement in this fen landscape are the isolated scattered farmsteads, frequently surrounded by wind break trees, and the (mainly red brickwork) houses linearly along the few roads running through the character area. Slow moving tractors are a constant feature on the horizon; and
- A strong sense of tranquillity is apparent throughout the LCA, despite the fast-moving transport corridors of the A17 and the A47 (with the associated noise intrusion) cutting across the LCA in the north.

LCA E2: Saddlebow and Wormegay

2.3.9 The key characteristics of LCA E2: Saddlebow and Wormegay are as follows:

- The banks of the River Great Ouse to the west limit views westwards and give the LCA a more enclosed feel, in strong contrast with the more open character within the rest of the Open Inland Marshes;
- Both the main river and relief channels are key landscape features within the LCA;
- The land use is characterised by intensively, managed arable farmland, in medium to large, mostly regular fields which are demarcated by dykes, and ditches;

- The settlement pattern consists of several hamlets (including Saddlebow, Wormegay and Stowbridge, often linearly along the rural roads) and dispersed farmsteads, connected by a system of narrow rural roads with grassy verges. The mainly traditional building materials greatly add to distinctive recognisable sense of place throughout the LCA; and
- A strong sense of tranquillity exists throughout the LCA, especially where the riverbanks create a more enclosed landscape.

LCA E3: Wiggenhall St. Mary

2.3.10 The key characteristics of LCA E3: Wiggenhall St. Mary are as follows:

- Strikingly flat and low-lying, the LCA offers panoramic views in most directions with wide, open skies;
- Vertical elements include communication masts and rows of poplars. The skyline appears cluttered in places due to various buildings lining roads both within the LCA and adjacent LCAs;
- There are noticeably less dykes and ditches in the LCA, creating larger fields and a more continuous fen landscape, mostly uninterrupted by the low vegetation, which generally delineate the drainage channels;
- The Middle Level Main Drain dissects the LCA from north to south, its straight line emphasising the manmade nature of the landscape;
- Settlement, with its associated noise and intrusion, in the form of the hamlets Wiggenhall St. Mary the Virgin, Wiggenhall St. Germans and Wiggenhall St. Mary Magdalen is concentrated at the northern extent of the LCA, and also lines the western bank of the River Great Ouse;
- The village churches' spires and towers form prominent landmarks in an otherwise very flat and horizontal landscape; and
- Settlement pattern is generally isolated consisting of isolated, dispersed farmsteads and associated buildings occur in the rest of the LCA, which in combination with the general lack of a distinct road network, allows for the strong sense of tranquillity apparent throughout the LCA.

LCA E4: Marshland St. James

2.3.11 The key characteristics of LCA E4: Marshland St. James are as follows:

- Large-scale, low-lying landscape dominated by intensively managed arable farmland with the Middle Level Main Drain diagonally cutting the LCA in half. A dense regular network of dykes and ditches delineates the small to medium sized generally regular fields;
- Dykes are fairly low throughout the landscape (with the exception of the banks of the Middle Level Main Drain), adding to the continuum of the flat, unremitting fen landscape;

- Views throughout the LCA are overall panoramic, occasionally broken by rows of poplars, communication masts (a constant in the fen landscape), large farmsteads with associated wind break trees, and other tall vegetation. Clutter on the horizon is mainly associated with adjacent more settled LCAs to the west and to the east;
- Geometric patterns from raised roads and drains contribute to sense of a very regular manmade landscape; and
- Sense of tranquillity is generally very strong throughout the area with the only sounds and movement coming from tractors (a constant feature on the horizon) and overhead planes, evoking a strong sense of place.

LCA E5: Downham West

2.3.12 The key characteristics of LCA E5: Downham West are as follows:

- The LCA is characterised by flat and low-lying, agricultural fields, a network of dykes, ditches and watercourses;
- Panoramic views with little vegetation causing visual obstruction. Rows of communication masts are the most prominent visual elements contrasting strongly with the strikingly horizontal plane of this geometric manmade landscape and views towards Downham Market are cluttered;
- The LCA is further served by several, straight, bridle paths;
- Settlement pattern is dispersed and linear; and
- Sense of tranquillity varies throughout the area, largely depending on proximity to busy transport corridors.

LCA E6: Hilgay Fen

2.3.13 The key characteristics of LCA E6: Hilgay Fen are as follows:

- This large-scale fen landscape encompasses very large tracts of mainly arable farmland, dykes and watercourses. The Old and New Bedford River cuts diagonally through the LCA and their banks are significant raised elements against the flat plane of the surrounding landscape;
- Strong sense of openness and generally panoramic views throughout the LCA, although views are occasionally framed by rows of tall vegetation and mature trees lining the roads (including willows and rows of poplars);
- Rows of pylons occur within views in some directions, detracting slightly from the horizontal character of the LCA. Communication corridors are scarce within this largely unsettled LCA, consisting of a few urban roads with scattered farms and a railway corridor;
- Ouse Washes Nature Reserve is a nationally important wetland habitat; and
- Very strong sense of tranquillity brought about by the lack of both communication and settlement pattern, adds to the strong sense of place.

LCA E7: Welney River

2.3.14 The key characteristics of LCA E7: Welney River are as follows:

- Flat and low-lying fen landscape is defined to the east by the busy road corridor of the A1101 and encompasses mainly intensively managed farmland with a mosaic of dykes and ditches;
- Settlement pattern consists of large farmsteads, often surrounded by wind break trees, scattered throughout the area, mainly linearly along the rural road corridors (the B1094 and B1100);
- The linear arrangement of settlement within the LCA and surrounding landscape give the horizon a cluttered appearance within most views throughout the area and from adjacent LCAs;
- Other vertical elements including pylons and wind break trees also break the continuous character of the horizontal plane;
- Moderately strong sense of tranquillity throughout the LCA, interrupted by A1101; and
- Wetland habitat located between the Old and the New Bedford River and other ecologically important features (including wind break trees and other tall vegetation).

LCA E8: Denver Sluice

2.3.15 The key characteristics of LCA E8: Denver Sluice are as follows:

- Characterised by flat low lying intensively managed farmland and pasture/ rough grassland, the raised banks of the Denver Sluice dominate the flat fields;
- Wide open skies and strong sense of openness throughout the LCA, occasional clumps of trees and telegraph poles form the main vertical elements within a landscape which otherwise has an open and expansive feel;
- A strong sense of place, Denver Windmill and the sluice gates of Denver Sluice form prominent landmarks;
- Settlement consists of isolated farmsteads along minor roads; an
- Strong sense of tranquillity due to lack of infrastructure and small-scale settlement.

LCA H1: Stow Bardolph

2.3.16 The key characteristics of LCA H1: Stow Bardolph are as follows:

- Flat to gently rolling landform with a patchwork of arable farmland, parkland, and rough grass land and belts of woodlands;
- Views across the LCA are in most directions framed by woodland with hedgerows adding to a sense of enclosure;

- Communication masts cut across the fields but due to the presence of other vertical elements are a lot less conspicuous than is the case in the adjacent more open, flat inland marshes;
- Settlement pattern is scattered, consisting of isolated farmsteads dotted along the rural roads and small villages; and
- Moderate to strong sense of tranquillity.

2.4 South Holland District

Overview

2.4.1 The northern and north-western part of the Study Area is located within an area administered by South Holland District Council. Within this district, the Study Area is split into three landscape character types, defined in the *Strategic Landscape Capacity Study for South Holland District Council*[5] as:

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

2.4.2 The key characteristics of the two LCTs carried through to the assessment, as documented in the *Strategic Landscape Capacity Study for South Holland District Council*[5], are set out below.

Settled Fens LCT

2.4.3 The Settled Fens LCT has several key characteristics that are relevant to the Study Area as follows:

- Flat arable fields, bordered by hedge rows, dissected by main roads, rivers and drainage channels with raised banks;
- Views are varied open looking over arable fields and enclosed by shelterbelts, woodland mature hedgerows, and built form;
- The main visual detractors are pylons, substations, Sutton Bridge Power Station and urban fringe clutter;
- Nucleated settlements; and
- Variable tranquillity, less tranquil near A17.

Peaty Fens LCT

2.4.4 The Peaty Fens LCT has several key characteristics that are relevant to the Study Area as follows:

- Flat arable fields, dissected by roads, rivers, and drainage ditches with raised banks;

- Settlement is small scale; farmsteads are distributed along rural roads and some linear settlement;
- Panoramic extensive views; and
- Strong sense of tranquillity.

2.5 Peterborough City

Overview

2.5.1 A proportion of the western part of the Study Area is located within the area administered by Peterborough City Council. A single LCA coincides with the LVIA Study Area as defined in the *Landscape Character Assessment for Peterborough City Council*[6] as follows:

- LCA 4: Peterborough Fens.

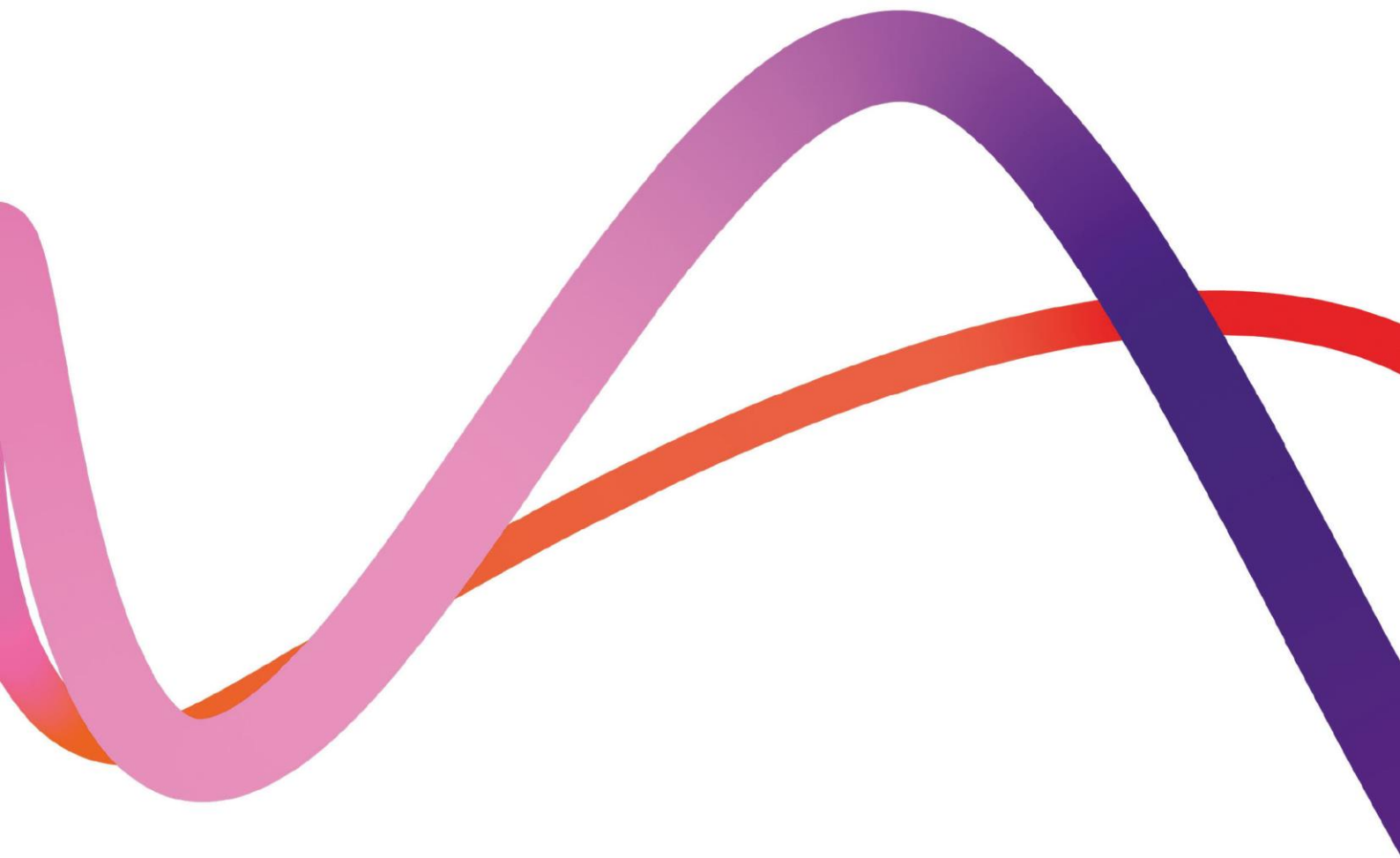
2.5.2 The key characteristics of this LCA, as documented in the *Landscape Character Assessment for Peterborough City Council*[6], is set out below.

Peterborough Fens

2.5.3 Peterborough Fens has several key characteristics that are relevant to the Study Area as follows:

- Flat extensive and open landscape with panoramic views and large skies;
- Predominantly arable farmland with a rectilinear field pattern, separated by low hedgerows;
- Settlement and infrastructure consist of the village of Thorney, isolated farmsteads and scattered active and former mineral extraction sites; and
- Sparse tree cover generally limited to shelter belts around farmsteads and avenue trees along rural roads.

2.5.4 Sub-area 4a: Bedford North Level is described as an extensive area of low-lying reclaimed fen farmland dominated by a geometric pattern of arable fields.



Medworth Energy from Waste
Combined Heat and Power Facility

PINS ref. EN010110
Document reference: Vol 6.4
Revision 1.0
June 2022

Environmental Statement Chapter 9 Landscape and Visual Appendix 9D Townscape Baseline Characterisation Study

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

We inspire with energy.

Appendix 9D
Townscape Baseline Characterisation Study

Executive summary

This appendix sets out the methodology and results of the townscape characterisation study undertaken by Wood to inform the Landscape and Visual Impact Assessment (LVIA). It seeks to classify and map the townscape character at a local scale, where this occurs within and up to a 2.5km distance from the EfW CHP Facility Site boundary (the townscape Study Area).

Based on the Scoping Opinion and given that no extant Townscape Character Assessment exists for the town of Wisbech, this Townscape Characterisation Study provides baseline information to a suitable level of detail to inform the assessment of effects which may arise as a consequence of the Proposed Development.

The underlying physical attributes of the townscape (i.e., geology, landform and physical features, rivers and drainage systems) have been identified at the desk study stage. Patterns of land cover, land use and settlement have also been reviewed using OS mapping and aerial photography. This data was analysed and used to identify provisional extents of TCAs that were refined following a field survey.

Eight TCAs have been defined within the townscape characterisation Study Area as follows:

- TCA1: The Brinks and Old Market;
- TCA2: Wisbech Town Centre Conservation Area;
- TCA3: Bowthorpe Conservation Area;
- TCA4: Central Pre-Twentieth Century Residential Development;
- TCA5: Twentieth Century Residential and Institution Development;
- TCA6: Twenty First Century Riverside Residential Development;
- TCA7: Outlying Residential Areas; and
- TCA8: Wisbech Retail, Industrial and Commercial Development.

A consistent set of townscape character headings and indicators have been used in the descriptions for the TCAs across the townscape Study Area. The following character headings form the basis for the analysis of local townscape character:

- General description;
- Historical development;
- Heritage assets;
- Movement and connectivity;
- Urban structure & built form;
- Green Infrastructure, outdoor recreation & public realm;
- Tranquillity & perceptual characteristics; and
- Summary of key characteristics.

Contents

1. Introduction

1.1 Purpose of this baseline study

1.1.1 This appendix sets out the methodology and results of the townscape characterisation study undertaken by Wood to inform the Landscape and Visual Impact Assessment (LVIA) for the proposed Medworth Energy from Waste (EfW) Combined Heat and Power Facility (EfW CHP Facility), (the 'Proposed Development') on, Algores Way within the Wisbech Industrial Estate. It seeks to classify and map the townscape character at a local scale, where this occurs within and up to a 2.5km distance from the EfW CHP Facility Site boundary as shown on **Figure 9D.1: Townscape Characterisation Study Area**.

1.1.2 The Scoping Opinion for the Proposed Medworth Energy from Waste Combined Heat and Power Facility dated January 2020 states, under the response ID 4.4.12 that "*Section 8.5 sets out the proposed scope of works including landscape and visual effects; no specific reference has been made to the assessment of townscape. The ES should assess impacts to townscape, where significant effects are likely to occur*."

1.1.3 Based on the Scoping Opinion and the requirement to "*assess impacts to townscape, where significant effects are likely to occur*", the Study Area focusses on the area around the EfW CHP Facility Site given the scale and nature of this component of the Proposed Development. Whilst the CHP Connection and construction of the Underground Grid Connection (UGC) are considered in the assessment of effects upon Townscape Character Areas in **Appendix 9H (Volume 6.4)** where relevant, the small scale of these components of the Proposed Development and their location has the consequence that significant effects are unlikely to occur. Hence the Study Area has not been expanded to include a 2.5km offset from the CHP Connection or the route of the UGC.

1.2 Background

Terminology

1.2.1 When using the term 'landscape', paragraph 2.6 of *Guidelines for Landscape and Visual Impact Assessment, Third Edition*[1] (hereafter referred to as GLVIA3) states that "*This guidance is equally applicable to all forms of landscape and does not separate townscape and seascape out for special treatment*."

1.2.2 Townscape is defined in *GLVIA3* as "*areas where the built development is dominant. Villages, towns and cities often make important contributions as elements in wider-open landscapes, but townscape means the landscape within the built-up area, including the buildings, the relationships between them, the different types of urban*

[1] Landscape Institute and Institute of Environmental Management and Assessment. (2013). *Guidelines for Landscape and Visual Impact Assessment. Third Edition*. Routledge, London and New York.

open spaces, including green spaces, and the relationship between buildings and open spaces"[1]

1.2.3 Townscape Character is defined in the Landscape Institute's *Townscape Character Assessment Technical Information Note 05/2017*[2] as, "*A distinct, recognisable and consistent pattern of elements in the built environment that makes one landscape different from another, rather than better or worse*".

1.2.4 Landscape (or townscape) Character Assessment is defined in Natural England's *An Approach to Landscape Character Assessment*[3] as, "*the process of identifying and describing variation in the character of the landscape. It seeks to identify and explain the unique combination of elements and features (characteristics) that make landscapes distinctive. This process results in the production of a Landscape Character Assessment*".

Hierarchy of Landscape Character Assessments

1.2.5 *An Approach to Landscape Character Assessment*[3] describes how the process of Landscape or Townscape Character Assessment can be undertaken at any scale with three key levels set out. This hierarchical approach to Landscape Character Assessment and how it relates to the Proposed Development is set out in **Table 9D.1 Landscape and Townscape Character Assessments**

Table 9D.1 Landscape and Townscape Character Assessments

Level and description	Documents relevant to the Proposed Development
National and regional scale These identify broad patterns in the variation of landscape character. Assessments at this scale often provide the context for more detailed assessments.	**National scale** • National Character Area (NCA) Profile: 46. The Fens[4].
Local authority scale These are applied at the county, unitary authority or district level identifying landscape types and/or areas.	**County scale** • Cambridgeshire Landscape Guidelines – A Manual for Management and Change In The Rural Landscape[5]. **District scale** • Fenland Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation[6].

[2] Landscape Institute. (2018). *Townscape Character Assessment Technical Information Note 05/2017*, *Revised April 2018.* [online].
[3] Natural England. (2014). *An Approach to Landscape Character Assessment*. [online].
[4] Natural England. (2013). *NCA Profile: 46. The Fens (NE424).* [online].
[5] Cambridgeshire County Council (1991). *Cambridgeshire Landscape Guidelines – A Manual for Management and Change In The Rural Landscape*. [online].
[6] The Landscape Partnership. (2009). *Report to Fenland District Council for Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation*. [online].

Level and description	Documents relevant to the Proposed Development
	• King's Lynn and West Norfolk Borough Landscape Character Assessment[7]
Local or site scale These are typically carried out at a scale of 1:10,000	No published landscape or townscape documents exist at a local scale.

1.2.6 Based on the Scoping Opinion and given that no extant Townscape Character Assessment exists for the town of Wisbech, this Townscape Characterisation Study provides baseline information on townscape character to a suitable level of detail to inform the assessment of effects which may arise as a consequence of the Proposed Development.

[7] Borough Council of King's Lynn & West Norfolk (2007). King's Lynn and West Norfolk Borough Landscape Character Assessment. [online].

Order limits

Townscape character Study Area - 2.5km around the main building at the Energy from Wate CHP Facility

Indicative urban area as presented in the Fenland Local Plan

0 200 400 600 800 1,000 1,200 m

Scale at A3: 1:20,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and PowerFacility DCO
Environmental Statement
Appendix 9D Townscape Baseline Characterisation Study

Figure 1.1
Townscape Characterisation Study Area

June 2022

wood.

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2. Methodology

2.1 Overview

2.1.1 The methodology used to define the baseline townscape character has been derived from the following sources:

- *Guidelines for Landscape and Visual Impact Assessment, Third Edition*[1];
- *Townscape Character Assessment Technical Information Note 05/2017*[2]; and
- *An Approach to Landscape Character Assessment*[3].

2.1.2 Reference has also been made to commonly used townscape characterisation criteria/aspects of development form including those set out in:

- *By Design - Urban design in the planning system: towards better practice*[8]; and
- The Urban Design Compendium[9].

2.1.3 The Townscape Character Areas (TCAs) have been identified through a three-stage process of:

- a desk top study;
- observations made in the field by suitably qualified landscape architect professionals; and
- analysis of the information acquired through the desk top study and site visits to identify and describe the unique TCAs occurring within the Study Area.

2.2 Townscape Characterisation Study Area

2.2.1 The townscape characterisation Study Area is defined as all land within the settlement of Wisbech, up to a 2.5km distance from the centre of the main building at the EfW CHP Facility as shown in **Figure 1.1: Townscape Characterisation Study Area.**

2.2.2 TCAs have been defined within the Study Area concentrating on those urban areas most likely to experience direct or indirect effects as a result of the Proposed Development. A review of the Zone of Theoretical Visibility (ZTV) in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility**, **9.3i: Chimneys ZTV within 5km of the centre of the main building in 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 that beyond 2.5km from the main building at the EfW CHP Facility, intervisibility within Wisbech becomes heavily fragmented and a viable effects pathway between the Proposed Development substantially weakens or would be largely absent. As such, much of the northern extents of Wisbech have

[8] Department of the Environment, Transport and the Regions (DETR) and Commission for Architecture and the Built Environment (CABE). (2000). *By Design - Urban design in the planning system: towards better practice*. [online].
[9] English Partnerships and The Housing Corporation. (2007). The Urban Design Compendium.

not been classified within the townscape characterisation study, with field survey work, ZTV production and visualisations confirming no intervisibility because of intervening built form.

2.2.3 The 2.5km radius townscape characterisation Study Area is also refined to only include those areas that are within the urban area of Wisbech. The urban area's spatial extent is determined by reference to the key diagram for Wisbech that is provided in the figure that accompanies Policy LP8 -Wisbech in the Fenland Local Plan (Adopted May 2014)[10]. The parts of the townscape characterisation Study Area that are not within the urban area and/or are located beyond the A47 are included in the landscape character baseline and impacts upon the character of these areas is assessed under the relevant landscape character areas as defined in the extent landscape character assessments produced for Fenland District Council[6] and King's Lynn and West Norfolk Borough Council.

2.3 Desk study

Overview

2.3.1 The underlying physical attributes of the townscape (i.e., geology, landform and physical features, rivers and drainage systems) have been identified at the desk study stage. Patterns of land cover, land use and settlement have also been reviewed using OS mapping and aerial photography (Google Earth Pro). This data was analysed and used to identify provisional extents of TCAs that were refined following the field survey undertaken in March 2021.

Data sources

2.3.2 Full details of the sources used in the desk study are set out in **Table 9D.2**. **Sources of data used in the desk study.**

2.3.3 For designations, *An Approach to Landscape Character Assessment*[3] states that "*Designations include those relating to landscape, historic environment, marine environment, biodiversity and geodiversity. A review of designations, within and adjacent to the area of study, will be needed*". The mapping and identification of designations can, in some instances, form the basis for defining unique areas of common character (i.e., in areas where there is a concentration of listed buildings or through the presence of a conservation area). This information is also pertinent to informing the value which may be placed on that area as part of the evaluation of townscape character sensitivity.

2.3.4 Details are provided for sources consulted in relation to those designations found to be present within the townscape characterisation Study Area.

[10] Fenland District Council. (2014). *Fenland Local Plan Policies Map*. [online].

Table 9D.2 Sources of data used in the desk study

Theme	Sub-theme	Data source
Designations	Heritage: Listed buildings	Historic England GIS dataset
	Heritage: Conservation Areas	Fenland Local Plan Proposals Map[10] Wisbech Conservation Area Appraisal[11]
	Heritage: Registered Parks and Gardens	Historic England GIS dataset
	Nature Conservation: County Wildlife Site/Local Nature Reserve	Fenland Local Plan Proposals Map[10]
Natural	Geology: Bedrock and Superficial	Geology of Britain viewer (British Geological Survey)[12]
	Landform	OS mapping
	Soils	Agricultural Land Classification map East Region. Natural England[13]
	Hydrology	OS mapping
	Land cover	OS mapping and aerial photography (Google Earth Pro). Historic mapping
Cultural	Associations (art/literature/people/events)	Various sources
	Recreation	Sustrans National Cycle Route GIS dataset OS Greenspace GIS dataset Public Rights of Way GIS dataset OS mapping
Perceptual and aesthetic	Sense of place	Derived from field observations. Evidenced through, the presence of, for example, shared and well-used civic spaces and/or unique or rare features that enable recognition and orientation.
	Sense of security	Derived from field observations. Evidenced through, for example, levels of passive surveillance, the presence of dangerous road crossings.

[11] Fenland District Council, (2016). *Wisbech Conservation Area Appraisal.* [online].
[12] British Geological Survey. Geology of Britain viewer. [online].
[13] Natural England. (2010) Agricultural Land Classification map Eastern Region (ALC008). [online].

Theme	Sub-theme	Data source
	Aesthetic qualities	Derived from field observations. Evidenced through, the presence of, for example, designated or otherwise recognised views, architectural quality, townscape composition and design.
	Condition	Derived from field observations. Evidenced through, for example, levels of maintenance, the presence of litter or unwanted graffiti, derelict buildings.

2.4 Field surveys

2.4.1 The boundaries of the draft TCAs were reviewed during site surveys undertaken in March 2021 by two experienced landscape architects; one of whom is CMLI and experienced in undertaking townscape assessments. Site notes were taken under the sub-headings that are used in the description tables in **Section 3.3**. These were accompanied by a comprehensive photographic record for each TCA with exemplar single frame photographs for each TCA included after its description table.

2.5 Data analysis

2.5.1 A two-stage approach has been adopted to define TCAs, comprising desk study and field survey in order to analyse the man-made, natural, cultural and perceptual factors and identify and map common themes and patterns.

TCA boundaries and names

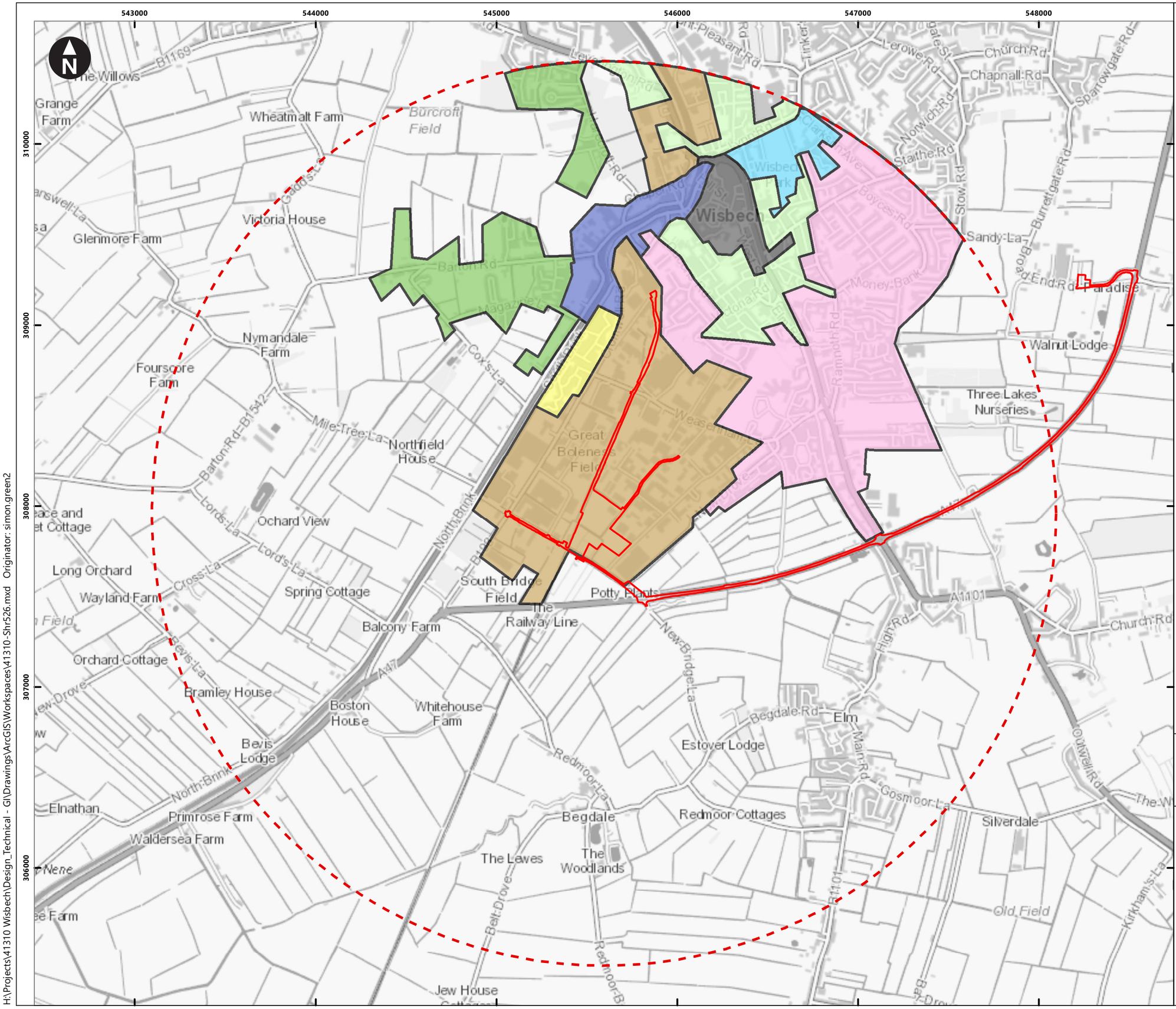
2.5.2 The boundaries of the TCAs are not precise and generally represent zones of transition rather than an abrupt change in the dominant townscape character.

2.5.3 Names of the TCAs have been selected to represent the dominant influences on townscape character. This generally combines the principal land use (i.e., residential/commercial/recreational and/or historic period of development) together with specific geographical locations to identify geographically discrete areas. For three TCAs, the analysis concluded that their distribution extended to more than one geographically discrete location e.g., two examples of the outlying residential area TCA have been identified. These are listed as separate TCAs as shown on **Figure 2.1: Townscape Character Areas**, but as they exhibit similar or identical townscape characteristics, both TCAs are included in the relevant description table in **Section 3.3**.

Limitations

2.5.4 All field surveys were restricted to locations that were publicly accessible i.e., public rights of way (PRoW), public highways, recreational areas or other public open space. This conforms with the requirement set out in *An Approach to Landscape Character Assessment*[3] which states, "*Each survey point should be publicly*

accessible". Survey coverage has been widespread within the Study Area and no gaps in the availability of data have been identified.



Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and PowerFacility DCO
Environmental Statement
Appendix 9D Townscape Baseline Characterisation Study

Figure 2.1
Townscape Characterisation Areas

June 2022

wood.

41310-Shr526

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3. Townscape Character

3.1 Overview

3.1.1 **Section 3.2** presents the results of the desk study. The results of this study, combined with the verification exercise undertaken as part of the field survey, have been used to define Townscape Character Areas, the key characteristics of which are set out in **Section 3.3**.

3.2 Desk study results

Existing character assessments

National Character Areas

3.2.1 The townscape characterisation Study Area lies entirely within the NCA 46: The Fens[4]. The key characteristics of this extensive NCA which are relevant to the Study Area are:

- *"Expansive, flat, open, low-lying wetland landscape … offering extensive vistas to level horizons and huge skies throughout, provides a sense of rural remoteness and tranquillity.*
- *Large, built structures exhibit a strong vertical visual influence, such as the 83 m high octagonal tower of 'Boston Stump' (St Botolph's Church), Ely Cathedral on the highest part of the Isle of Ely dominating its surrounding fen, wind farms and other modern large-scale industrial and agricultural buildings, while drainage and flood storage structures and embanked rail and road routes interrupt the horizontal fen plain.*
- *Settlements and isolated farmsteads are mostly located on the modestly elevated 'geological islands' and the low, sinuous roddon banks (infilled ancient watercourses within fens). Elsewhere, villages tend to be dispersed ribbon settlements along the main arterial routes through the settled fens, and scattered farms remain as relics of earlier agricultural settlements. Domestic architecture mostly dates from after 1750 and comprises a mix of late Georgian-style brick houses and twentieth century bungalows."*

District Character Areas

3.2.2 At a district level, the townscape characterisation Study Area lies predominantly within the Wisbech Settled Fen Landscape Character Area (LCA) as defined in the *Fenland Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation*[6]. The key characteristics which are of all relevance are:

- "*A relatively flat landscape that is heavily settled compared to the surrounding peaty Fens;*

- *Market towns and villages have an historic core with traditional buildings, village green and church;*
- *A mix of straighter main roads and more organic winding secondary roads;*
- *Linear waterways, river and ditches;*
- *Fruit orchards and other plant nurseries form a sub area west of Wisbech;* and
- *Traditional buildings are red brick as opposed to the buff brick used in surrounding areas*."

3.2.3 The eastern part of the townscape characterisation Study Area lies within the Borough of King's Lynn and West Norfolk. The relevant LCA is LCA D4: Emneth, West Walton and Walsoken[7], whose key characteristics of relevance are:

- *Settlement pattern consists of farms, which are generally dotted along the rural roads, and several mainly linear villages including Tilney St. Lawrence, Emneth and Marshland St. James, which has a distinctive character;*
- *Small bridges crossing the drains lining the roads and giving access to houses and farms, are typical throughout the LCA; and*
- *Built character varies between old farmhouses and more modern suburban red or buff brick buildings.*

Geology, soils, topography, and drainage

Geology and soils

3.2.4 Reference to the Geology of Britain viewer[12] indicates that the bedrock across the townscape characterisation Study Area comprises Ampthill Clay Formation overlain with superficial deposits which consist of tidal flat deposits - clay and silt.

3.2.5 In terms of soils, the Agricultural Land Classification for the East Region[13] identifies that, as would be expected, the townscape characterisation Study Area falls within the 'Non-Agricultural Land' classification and more specifically within the 'Land predominantly in urban use'.

Topography and drainage

3.2.6 Topography within the townscape characterisation Study Area is typical of the wider Fens being flat with spot heights that do not exceed 2 m Above Ordnance Datum (AOD). The topography and the resultant need for drainage has resulted in the dense network of drainage ditches. Whilst these are typically present within the agricultural landscape surrounding the town, some short sections of drainage ditch are present within the townscape Study Area, particularly the areas of industrial and commercial built development which extends to the south. The tidal River Nene flows through Wisbech, although to provide flood prevention, it is often contained by brick walls and piling through the urban environment.

Landscape designations

3.2.7 There are no national or local landscape designations within the townscape characterisation Study Area.

Heritage assets

3.2.8 **Figure 3.1: Heritage Assets** illustrates the distribution of heritage assets within the townscape characterisation Study Area. The identified assets are set out below.

Listed Buildings

3.2.9 Listed Buildings located within the townscape characterisation Study Area include:

- Three Grade I listed buildings in the Wisbech urban area comprising two adjacent buildings Peckover House and 14, North Brink as well as the Church of St Peter and St Paul;
- 24 Grade II* listed buildings which are located within the Wisbech Conservation Area; and
- 247 Grade II listed buildings.

Conservation Areas

3.2.10 Two conservation areas lie within the townscape characterisation Study Area as follows:

- Wisbech Conservation Area; and
- Bowthorpe Conservation Area.

3.2.11 A Conservation Area Appraisal[11] has been prepared for the Wisbech Conservation Area and has been reviewed as part of this Townscape Characterisation Study. This notes that "*The designated area covers the town centre, with an extension encompassing the iconic Brinks. Within the boundary is a diverse wealth of historic buildings and structures documenting the changing commercial, industrial and residential fortunes of Wisbech over the centuries*."

Registered Parks and Gardens

3.2.12 Peckover House is a Grade II Registered Park and Garden located within the Wisbech Conservation Area. The entry on the Register notes (under the subheading Location, Area, Boundaries, Landform, Setting) that "*Peckover House lies in the centre of the town of Wisbech, on a road known as North Brink which runs above the River Nene This town-centre setting surrounds the site on all sides, the garden of c 1ha being enclosed by a high red-brick wall, beyond which lies North Brink to the south, Chapel Road to the north, and adjoining garden properties to east and west. The ground at Peckover is flat, with no major views into or out of the site*."[14]

[14] Historic England. (1985). List entry for Peckover House Park and Garden. [online].

Nature conservation

3.2.13 Nature conservation designations that are present within the townscape characterisation Study Area are limited to the River Nene which is designated in the Fenland Local Plan as a *County Wildlife Sites & Local Nature Reserves*.

Recreational access

3.2.14 Recreational routes and destinations within the townscape characterisation Study Area are shown in **Figure 3.2: Recreational routes and destinations**. Recreational routes are focussed upon the following:

- A section of the Nene Way, a 183 km promoted route along the Nene Valley including canalised riverbank passing through Northampton, Wellingborough, Oundle, Peterborough and Wisbech. Within Wisbech it follows the western bank of the River Nene, diverging away from the river slightly to pass through the Harecroft Road Playing Fields before re-joining the riverbank to the north of the A1101 Leverington Road on the northern boundary of the townscape characterisation Study Area.
- National Cycle Route 1, a short section of this 2034 km route passes through the northern fringes of the townscape characterisation Study Area.
- National Cycle Route 63, the final section of this 143 km route which starts at the Trent & Mersey Canal in Shobnall, and passes via the large cities of Leicester, Stamford and Peterborough before arriving at Wisbech from the south. 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.
- A limited number of short sections of local public rights of way (PRoW).

3.2.15 In terms of public open space and formal recreational facilities within the townscape characterisation Study Area, these include Wisbech Park, Harecroft Road Playing Fields, as well as playing fields associated with schools.

3.3 Townscape Character Areas identified within the Townscape Characterisation Study Area

Overview

3.3.1 Eight TCAs have been defined within the townscape characterisation Study Area as follows:

- TCA1: The Brinks and Old Market;
- TCA2: Wisbech Town Centre Conservation Area;
- TCA3: Bowthorpe Conservation Area;
- TCA4: Central Pre-Twentieth Century Residential Development – divided between south and north sub-areas;
- TCA5: Twentieth Century Residential and Institution Development;

- TCA6: Twenty First Century Riverside Residential Development;
- TCA7: Outlying Residential Areas – divided between west and north-west sub-area; and
- TCA8: Wisbech Retail, Industrial and Commercial Development – divided between southern and the smaller northern sub-areas.

3.3.2 The descriptions of these TCAs are out in **Tables 9D.3** to **9D.10** below. Their geographic locations and extents are shown in **Figure 2.1: Townscape Character Areas.**

3.3.3 A consistent set of townscape character headings and indicators have been used in the descriptions for the TCAs identifies across the townscape characterisation Study Area. The following character headings form the basis for the analysis of local townscape character:

- General description;
- Historical development;
- Heritage assets;
- Movement and connectivity;
- Urban structure & built form;
- Green Infrastructure, outdoor recreation & public realm;
- Tranquillity & perceptual characteristics; and
- Summary of key characteristics.

Townscape Character Area descriptions

3.3.4 The descriptions of the eight defined TCAs are out in **Tables 9D.3** to **9D.10**

Table 9D.3 TCA1: The Brinks and Old Market

The Brinks and Old Market TCA
General Description
The TCA covers the western part of the Wisbech Conservation Area. It covers the Brinks character area which is the largest of five character areas that are defined for the Wisbech Conservation Area in the *Wisbech Conservation Area Appraisal* and also includes the smaller Old Market Area. North Brink has been described by architectural historian and writer Nikolaus Pevsner as "*probably one of the finest Georgian and Victorian streetscapes in England*" The TCA is focused upon a curved section of the River Nene between Town Bridge to the east and Magazine Lane to the south-west. The TCA's (and Conservation Area's) principal feature is its mix of high quality eighteenth and nineteenth century riverside townhouses and civic buildings interspersed with remnants of Wisbech's industrial port heritage and smaller scale two storey housing and hostelries. The Old Market character area is located on the north side of the River Nene and historically was a secondary commercial hub. Today, this area is dominated by buildings from the Georgian period with later additions to create a variable character.

The Brinks and Old Market TCA

The TCA's main land-uses are now residential, with some commercial (e.g. Elgood's 200 year old brewery and visitor centre on North Brink) and institutional/civic (Octavia Hill Birth Place Museum and Peckover

House and Garden). The street pattern is determined by the River Nene and the North and South Brinks ; the roads that run parallel to the River's course. Several secondary streets are routed away from the Brinks at right angles.

The river frontage is open, but otherwise the TCA is well-enclosed with long brick-built garden walls an acknowledged characteristic. Away from the river frontage, the TCA contains moderate amounts of vegetation cover and green space. The primary examples are the Peckover Garden; Centenary Green; the four acres of gardens associated with Elgoods Brewery and the triangular pocket park between Cromwell Road and South Brink, but many of the riverside properties have long rear gardens.

The TCA's southern boundary is located ~950m to the north of the EfW CHP Facility Site.

Historical Development

Most built development in the TCA dates from the eighteenth and nineteenth centuries when Wisbech was an important inland port with the wealth generated facilitating the construction of "*grand houses*" along the Brinks from 1720 onwards.

The extensive preservation of the original buildings has resulted in the substantial retention of the original street and wide building plot patterns running back from the River Nene and the Brinks.

Heritage Assets

As well as forming part of one of the two Conservation Areas in Wisbech, this TCA contains a high proportion of Wisbech's Listed Buildings including two Grade 1 and seven Grade II* Listed Buildings; as well as Peckover House Garden which is the only Registered Park and Garden in Fenland. The distribution of the Listed Buildings is strongly focused upon the Brinks, especially the North Brink, with only a small proportion (associated with Elgood's Brewery) present in the southernmost part of the TCA.

The TCA also contains several buildings of local importance as identified in the Conservation Area Appraisal and a Fenland District Council SPD. These are defined as buildings that, although not worthy of listing, possess architectural and historic merits.

Movement & Connectivity

As noted above, the TCA's road pattern is largely determined by being bisected by the River Nene and the preservation of its historic morphology. North and South Brink are the principal roads with the latter splitting in the southern part of the TCA. The busier road routed away from the River Nene forms the northern end Cromwell Road (B198). A short section of North Brink is the B1542 which continues westwards out of the TCA along Barton Road and north-eastwards into the neighbouring Old Town Centre Conservation Area TCA as Chapel Road. North and South Brink continue to provide important local road linkages. There is limited on-street parking, mostly on short sections of North Brink with a concentration close to the Town Bridge. The pedestrian routes accord with the pavements alongside the road network. On North and South Brink, the pavement is only present on the sides furthest away from the River Nene i.e. it runs along the frontages of the built development.

The Brinks and Old Market TCA

Urban Structure & Built Form

This TCA possesses a distinctive grain that is strongly influenced by the presence of the River Nene and the manner in which the built development was associated with and responded to the River. The grain is looser and more organic than that across most of Wisbech with the plots of these wealthy properties being comparatively large and linear, extending away from the River. The buildings that front on the Brinks are two or three storeys in height and present a continuous frontage of varied architectural styles and detailing, albeit almost exclusively built using brown brick. Consequently, the river frontages have a dense mass and provide a strong sense of enclosure from the Brinks themselves, as well as from locations within the secondary roads, gardens, and other open spaces. There is little variation in the roofline, but detailed localised architectural variations in roof and chimney design give the appearance of architectural unity and harmony with subtle variances.

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. The Conservation Area Appraisal notes that the view west from the Town Bridge is important to appreciate the architecture of North Brink. Other "*positive views*" shown on the Brinks character area plan in the Appraisal are focused on views along the River from the Brinks, although it is noted that none of the defined positive views are to the south i.e. towards the main building of the EfW CHP Facility. The TCAs that are most readily present in periodic views beyond this TCA are the Wisbech Town Centre Conservation Area TCA to the east and the northern end of the southern part of the Wisbech Retail, Industrial and Commercial Development TCA, especially the large buildings in the Purina site alongside the southern subsection of South Brink.

Green Infrastructure, Outdoor Recreation & Public Realm

The TCA contains moderate amounts of parks and green space, primarily within Peckover Garden; the four acres of mature gardens associated with Elgood's Brewery; Centenary Green; and the triangular pocket park between Cromwell Road and South Brink, although only the latter two are free to access. These four areas, along with the low vegetated banks of the River Nene are defined as "*important green space*" on the key plan in the Conservation Area Appraisal. There are few street trees with none on the Brinks themselves. Most of the properties have medium-sized rear gardens, some of which contain mature vegetation and trees. Overall vegetation has a moderate visual and townscape role in this TCA, mainly in the parts away from the River. A section of the Nene Way is routed along North Brink and Chapel Street. A short section of Sustrans NCR 1 is routed through the northern part of the TCA.

Tranquillity & Perceptual Characteristics

Lighting levels are in keeping with a town centre location with a combination of street lighting and domestic lighting sources. Tranquillity levels are adversely affected by the relatively high levels of traffic travelling along South Brink and across Town Bridge and, to a lesser extent, along North Brink. They are also reduced in the south-western part of the TCA by views of the adjacent more modern development, especially at the Purina site.

The TCA has a very strong sense of place due to the River Nene and the extensive architectural heritage being readily apparent along North and South Brink which generates a good feeling of time depth. This is partly undermined by the presence of traffic and on-street carparking, the flood protection wall on the North and South Brink and the rundown nature and declining condition of some of the buildings. The Conservation Area Appraisal notes that the design and use of the North and South Brinks and the flood protection measures have inadvertently created a sense of physical and visual separation between the River and the building frontages that would not have been present historically.

The Brinks and Old Market TCA

Summary of Key Characteristics

- Long, uninterrupted row of eighteenth and nineteenth century domestic and civic buildings fronting onto open riverside;
- Strong sense of architectural unity and time-depth;
- Minimal number of large-scale or overt detractive or contrasting built elements;
- Key role of River Nene upon form and morphology of the urban development and upon views;
- Strong sense of visual and physical enclosure away from river frontages; and
- TCA likely to make a major contribution to the attractiveness of Wisbech for residents and visitors.

Peckover House

View of North Brink from South Brink

Town Bridge over River Nene with views towards North Brink

Old Market

Table 9D.4 TCA2: Wisbech Town Centre Conservation Area

Wisbech Town Centre Conservation Area TCA

General Description

The TCA covers the eastern part of the Wisbech Conservation Area and covers three of the character areas that are defined in the *Wisbech Conservation Area Appraisal* i.e., the Medworth Development and Church Area (No.2), the Commercial Centre, High Street and Market Place (No.3), and Norfolk Street (No. 5).
This TCA comprises some of the oldest and most significant townscape of Wisbech. Landmark buildings include the Grade 1 medieval church, the Grade II* 'Castle' (a nineteenth century Regency house) and the Circus, a planned development from the Georgian period, much of which is statutorily listed. The commercial centre, High Street and Market Place encompasses the commercial heart of the town but has suffered neglect in places over the years. The Norfolk Street area at the southeast of the TCA comprises long streets with commercial shop fronts, mixed use buildings to the rear and several buildings of local importance related to the former Wisbech canal docks. The A1101 that was constructed in the 1970's follows the route of the infilled Wisbech canal.

On the northern edge of the TCA and outside the Wisbech Conservation Area is the Horsefair shopping centre and multi-storey car park, with pedestrianised connections to the town centre and the A1101 dual carriage way forming the boundary of the TCA to the north.

The TCA's principal land-uses are commercial with minor residential elements and several important institutional/civic buildings including St. Peter's Church and the library. In addition to the shopping streets of the central area, other destinations include the Wisbech and Fenland Museum and Empire Theatre. A historic network of interconnecting secondary roads is situated in the town centre, informed by the post-Norman settlement, notably the curved southern edge of the marketplace that reflects the bailey of the former Norman castle. The primary roads routes within the TCA comprise the B198 alongside the River Nene and the A1101 dual carriageway to the west.

The eastern bank of the River Nene is bounded by a flood defence wall with the river more open to the west. Elsewhere the TCA is typically well-enclosed by built development, including brick walls of varying heights and modern fencing enclosing several of the commercial plots at the northern end of the TCA, beyond the Conservation Area.

The TCA's southern boundary is located ~1.5km to the northeast of the EfW CHP Facility Site.

Historical Development

The Norman origins of the town and early medieval influence on layout have a strong influence on the townscape character present today, however most built development within the Conservation Area predominantly dates from the Georgian period, with notable older buildings including the early medieval St Peter's Church. Built development continued throughout the nineteenth and early twentieth century and surviving buildings include the Empire Theatre, originally a cinema from the Art Deco period, and a department store from the same period, located off Market Place. Most post-war development comprises infill beyond the Conservation Area boundary at the northern and western periphery of the TCA, including the Horsefair Shopping Centre. A large public car park used by visitors to the town centre is located off Love Lane and is located within the Conservation Area at the southern edge of the TCA.

Heritage Assets

As well as covering the eastern part of the Wisbech Conservation Area, this TCA also contains a high proportion of Wisbech's Listed Buildings, including the Grade 1 St Peter's Church, 5 No. Grade II* and 132 No. Grade II listed buildings. The TCA also contains several buildings of local importance as identified in the Conservation Area Appraisal and a Fenland District Council SPD. These are defined as buildings that, although not worthy of listing, possess architectural and historic merits.

Wisbech Town Centre Conservation Area TCA

Movement & Connectivity

As described above, the central part of the TCA's road pattern today is dominated by the Medworth Development of the Georgian period (properties constructed by George Medworth), with some earlier influences deriving from the Norman origins of the town. The A1101 corridor to the east and the B198 corridor to the west reflect the respective alignments of the former Wisbech Canal and the River Nene, which remains a well-used watercourse today. Large public car parks are located at both ends of the TCA and on street parking is present in Market Place and also along many of the residential streets within the centre of the TCA. The pedestrian routes accord with the pavements alongside the road network with pedestrianised access only along part of Love Lane, Hill Street and Horsefair Walk, linking the principal car parks with the main shopping streets. Sustrans cycle network 1 is routed through the centre of the TCA along the High Street and Market Street.

Urban Structure & Built Form

Variation in street morphology, building footprint, heights and juxtaposition of historical development creates a varied townscape, with a typically tight knot urban grain in the centre of the TCA. The consistent use of brick, frequent sash windows, typically slate and tile roofs, provide some level of continuity.

Green Infrastructure, Outdoor Recreation & Public Realm

The primary green spaces are St Peter's churchyard and adjacent gardens, which constitute a high quality publicly accessible space with mature trees and well-maintained ornamental planting beds. The war memorial gardens situated at the junction of York Row and the Crescent is a small but important greenspace that contributes to the townscape setting of the Georgian buildings. Mature trees within the Castle gardens and vicarage grounds, overhang the street in places and have a notable positive contribution to the TCA. Street trees planted on a grid can be found in Market Place where they provide shade to fixed seating areas as part of the public realm and outdoor café seating. Elsewhere, in the public realm, beyond the primary green spaces, tree planting is typically absent.

Sustrans NCR 1 is routed through the central part of the TCA and Sustrans Route NCR 63 passes close to the eastern boundary of the TCA, broadly parallel with the A1101.

Tranquillity & Perceptual Characteristics

Tranquillity levels are adversely affected by frequent traffic on the B198 and A1101 that define the northern, western and eastern edge of the TCA. Road corridors are illuminated by standard highway columns and elsewhere lighting levels are typical of a town centre location with a combination of street lighting, lighting units fitted to buildings and illuminated shop fronts create a more diverse lighting character.

The TCA has a very strong sense of place, due primarily to St Peter's Church and the historic George Medworth Development, generating a good feeling of time depth readily apparent within the centre of the TCA. The townscape character is significantly eroded at the periphery of the TCA by the busy road corridors, presence of more recent and less sympathetic modern development and associated car parking. The Conservation Area Appraisal notes that within the designation itself, the large public car park to the south of Love Lane, empty shops, declining condition of some buildings and poor-quality modern shop fronts are detracting features.

Summary of Key Characteristics

- Conservation Area with numerous listed buildings;
- Historic commercial and civic heart of the town with landmark medieval church of St. Peter and the George Medworth Development of the Georgian period;

Wisbech Town Centre Conservation Area TCA

- Strong sense of architectural diversity and time-depth;
- Detracting elements, beyond the historic core largely confined to the fringes of the TCA;
- Strong sense of visual and physical enclosure but well connected to adjacent TCA's; and
- TCA likely to make the principal contribution to the attractiveness of Wisbech for residents and visitors.

Medworth Crescent and tower of St. Peter's Church

Market Place

St. Peter's Church and gardens

Empire Theatre

Table 9D.5 TCA3: Bowthorpe Conservation Area

Bowthorpe Conservation Area TCA

General Description

The TCA is concordant with the Bowthorpe Conservation Area, a planned Victorian residential development centred on Wisbech Park, that contains the Grade II listed bandstand and a Grade II listed memorial column. The residential streets surrounding the park within the conservation area, include mid to late Victorian period properties in a range of styles and sizes. The dwellings display a hierarchy with the grandest dwellings in generous grounds, typically overlooking the park and more modest properties including terraced dwellings on adjoining side streets. There has been localised twenty first century infill development including a care home off Clarkson Avenue. The B198 Lynn Road forms the northern boundary of the TCA and to the south, east and west the TCA abuts more recent residential and institutional buildings, including the North Cambridgeshire hospital. Views are generally focused on Wisbech Park and internal to the TCA, with longer views typically prevented by built development in adjoining streets.

The TCA's southern boundary is located ~1.8km to the northeast of the EfW CHP Facility Site.

Historical Development

Most built development overlooking the northern end of Wisbech Park originates from the mid to late nineteenth century and was stimulated by the development and opening of the park in 1869, with later additions within the southern part of the TCA, occurring during the late Victorian period and between the wars.

The Conservation Area was added to the Historic England Heritage at Risk Register in 2015. Incremental changes over time to many of the original buildings include the loss of traditional timber windows and replacement with poorly detailed uPVC modern alternatives. Original boundary treatments included decorative brick walls and railings and whilst many have been lost, notable examples survive in places.

Heritage Assets

The Church of St Augustine at the northwest corner of the TCA is a Grade II listed building built in 1869 as part of the Wisbech Park development scheme. The church was designed in the gothic style and is constructed of yellow gault brick with red brick banding and decoration and limestone dressings. The nearby vicarage and Sunday School are also both Grade II listed. The Victorian bandstand within Wisbech Park is a Grade II listed structure that is hexagonal in plan, with iron columns, a lead covered roof and railings enclosure. The Grade II listed memorial to Richard Young, a local mayor and M.P. (1809-1871), comprises a granite column with sandstone dressings and was erected in 1872.

The residential buildings within the Conservation Area, are not listed but are good quality examples of domestic Victorian architecture. Buildings of local importance are recorded as Lynncroft on Clarkson Avenue, Nos. 24, 80, 94 and 96 Lynn Road, High Gales on Townshend Road, Nos. 2 and 3 Park Avenue, No.2 Tavistock Road and Nos. 1-11 St Augustine's Road.

Movement & Connectivity

Sustrans cycle network 1 is routed through the centre of Wisbech Park and a generous network of surfaced footpath routes connects the various facilities and focal points within Wisbech Park. Beyond the Park, the pedestrian routes accord with the pavements alongside the road network.

Bowthorpe Conservation Area TCA

Urban Structure & Built Form

The planned street layout is to an informal grid pattern and properties of a similar size, within each street, are set back at consistent distances from the street. A small anomaly to the grid pattern is the cul-de-sac of Bowthorpe Hall Gardens which reflects the historic route to Bowthorpe Hall. The substantial original Hall building has been subdivided and the former grounds now accommodates a recent infill development.

comprising six detached properties. The landmark building of St. Augustine's Church lies at the northwest corner of the TCA. Buildings are typically constructed of red or yellow brick and often a mix of brick colour the same building with some properties having subsequently been rendered, in full or part. A number of the later Victorian dwellings have mock timber framing. Windows vary in size but are of typical sash design. Roof materials throughout the TCA are predominantly slate with some dwellings having tile roofs. Many of the larger dwellings have substantial brick chimney stacks and architectural detailing is an important feature of buildings within the Conservation Area, noting that a number of properties retain original stained-glass windows. Other features present on some dwellings include balcony surrounds with railings and crenelated patterns of stone dressings above bay windows. Many dwellings also retain carved stone name plaques and some of the street names are carved into stone.

Green Infrastructure, Outdoor Recreation & Public Realm

Wisbech Park has frequently won the Green Flag award for parks over the past decade and offers a variety of facilities including well maintained gardens, open grass areas for informal recreation, an orchard, picnic tables, a children's play area, tennis and basketball courts and a bandstand. A small brick pavilion building associated with a bowling lawn is currently in disrepair and public conveniences are located near the centre of the Park. In addition to the significant established tree cover within the Park, there are avenues of mature trees in the grass verges along Park Avenue and Clarkson Avenue. Many of the trees are protected by Tree Preservation Orders and frequent mature trees within gardens combine with the street trees to create a distinctive character across the TCA.

Tranquillity & Perceptual Characteristics

Tranquillity levels are adversely impacted by road traffic on the busy B198 Lynn Road along the northern boundary of the TCA, which is the main route into the centre of the town from the northeast and comprises two to three lanes, several signalised junctions and on-street parking in places. Modern lighting columns, of utilitarian design, illuminate the road corridor and smaller lighting columns of varied design follow the main surfaced routes through Wisbech Park. There are indirect effects upon tranquillity to the southwest of the TCA from traffic movements within the North Cambridgeshire Hospital site including an ambulance station. The aforementioned peripheral activity, noise and light sources have a localised negative impact on overall tranquillity levels within the TCA, noting that the core of the TCA enjoys high levels of tranquillity for an urban location, being dominated by the high-quality green space of Wisbech Park and flanked by relatively quiet residential streets.

Summary of Key Characteristics

- Good quality nineteenth century residential development set around Wisbech Park;
- Few detracting elements but Conservation Area identified at risk due to incremental change;
- Wisbech Park is a high quality public open space that incorporates a range of outdoor recreational facilities;
- Good network of surfaced pedestrian routes and cycleway;
- Moderate sense of enclosure from adjacent built development and mature tree cover; and
- Some adverse impact on tranquillity from road traffic and adjoining land-uses.

Listed Monument in Wisbech Park

Park Avenue adjacent to Wisbech Park

Tavistock Road

Bowthorpe Hall

Table 9D.6 TCA4: Central Pre-Twentieth Century Residential Development

Central Pre-Twentieth Century Residential Development TCA

General Description

The TCA is split into three sub-areas with the primary sub-area located to the south of the Wisbech Town Centre Conservation Area TCA and two smaller sub-areas to the north of the town centre. The majority of built development in the southern sub-area is located west of the A1101 and is dominated by rows of mid to late Victorian properties, two storeys high with streets laid to a grid pattern. East of the A1101 the building age and style is more diverse with significant mid to late twentieth century residential infill development with some larger buildings accommodating apartments and retirement communities up to three storeys high.

The sub-area north of the Lynn Road includes a variety of larger commercial and retail buildings including a hotel, car repair garage and small industrial units. Building styles in this area are varied and include warehouses of varying ages, converted pre-twentieth century residential buildings and purpose-built modern brick buildings. The smaller northern sub-area comprises nineteenth century housing with some modern infill along the A1101 Leverington Road and cul-de-sacs adjacent to the River Nene.

The density of development and presence of built development in adjoining urban areas provides a relatively enclosed character to this TCA, especially within the shorter cul-de-sacs and moderately extended along the wider main roads where straighter sections allow slightly extended views.

The TCA's southern boundary is located ~1.5km to the northeast of the EfW CHP Facility Site.

Historical Development

The older buildings of notable value are described below, with a number located along Lynn Road and Norwich Road which were the two historic routes into the town from the east and northeast. Further residential development in the latter part of the nineteenth century saw the growth of terraced housing around Victoria Road in the primary part of the TCA and also to the north of the B198 Lynn Road, set behind older mixed residential and commercial buildings. Development in the twentieth century has seen infill development the demolition of older housing stock.

Heritage Assets

The Baptist Chapel on Victoria Road dates from 1856 and is Grade II listed and has a two-storey street facade with panelled pedimented gable. Three 'bays' are divided by brick pilasters and the sash windows contain margins of coloured glass. The early nineteenth century residential property directly to the southwest of the chapel (No. 19 Victoria Street) is also Grade II listed. No. 55 Elm Road near the centre of the TCA is a late eighteenth century house with mid nineteenth century extensions constructed of local brown brick with a hipped slate roof. The house and late eighteenth century stable block are both Grade II listed.

East of the A1101 there is a cluster of Grade II listed brick buildings on Norwich Street comprising a public house and a terrace of four residential properties on the opposite side of the road. Further to the east, an early nineteenth century brick dwelling survives with original features (No. 94 Norwich Road).

The northern sub-area of the TCA that borders the B198 Lynn Road includes a diverse range of Grade II listed buildings (eight) that front on to or lie close to the B198 Lynn Road, including the Smedley Canning Factory in the Art Deco Style, Flint House (an early eighteenth-century Regency Gothic style house), a Windmill Tower at Leach's Mill, a late eighteenth century public house and several early nineteenth century houses. Across the River Nene there are six Grade II listed buildings overlooking the River Nene on North End and Leverington Cemetery Chapel is a Grade II listed building located in the northern sub-area of the TCA.

Central Pre-Twentieth Century Residential Development TCA

Movement & Connectivity

This centrally located TCA is well connected to the surrounding town with the two principal highways, the A1101 and B198, which serve the town centre, being routed through the TCA. In addition, Sustrans National Cycle Route 63 follows an on-road route parallel with the A1101. Most of the dense network of side streets have dedicated footways on both sides, however in places these can be narrow and/or can be restricted by parked cars, that frequently occurs in Victorian terraced estates that were not designed to accommodate the motor car. All parts of the TCA are within easy walking distance of the town centre.

Urban Structure & Built Form

The formal grid pattern of many of the residential streets derives from the main period of development in the middle of the Victorian period. Overlaid on the grid pattern is a series of historic key routes, including Lynn Road, Norwich Road and the A1101 dual carriageway that was constructed in the 1970s on the route of the disused Wisbech Canal. Buildings are typically semi-detached dwellings with some detached and terraced examples. Most housing is two storeys high, with occasional single and three storey buildings which typically originate as twentieth century infill development. Materials of the pre-twentieth century dwellings comprise a mixture of local, brown. yellow and red brick, often more than one type on the same building and architectural detailing including decorative brick cornices and stone window lintels and pediments. Roof material on the older buildings is typically slate with substantial chimney stacks and occasionally decorative ridge tiles are present. The majority of windows are now modern uPVC, although in places the original timber sash design has been retained. Localised areas of modern development are of insufficient scale to constitute separate character areas; however, they contribute to the diversity of building styles within the TCA. Examples include the two-storey block of flats off Golding Place and surrounding streets, the modern terrace housing off Balding Close and the most recent housing development recently constructed off Chase Street and Albany Road, north of the B198 Lynn Road. Materials and architectural design details are typically less varied than the older housing and the new developments result in an increase in built density compared with the pre-twentieth century residential development.

Several healthcare, educational and community buildings are located within the TCA and include the North Cambridgeshire Hospital, the Church of Our Lady & Saint Charles Borromeo on Queens Road, The Salvation Army Church and community centre off West Street, The Nene County Infant School and the Elm Road Primary School. There is a dispersed group of retail units including a hardware store and car repair garages at the northern end of Elm Road and southern end of West Street.
Views within the TCA are typically foreshortened due to the building density, flat landform and built development in adjoining TCA's.

Green Infrastructure, Outdoor Recreation & Public Realm

Tillery Field is a small public park located off King's Road and historically was a place where tiles were made and was used as an overflow cemetery during a nineteenth century cholera outbreak. There are mature trees and there are several benches located adjacent to the surfaced path that is routed around the perimeter of the open space. Street trees are relatively infrequent, noting an avenue of mature plane trees which is located in the central reservation of the A1101 dual carriageway. Trees are also located within some of the larger rear gardens. At the northern boundary of the primary sub-area the mature trees in Wisbech Park, located in the adjoining character areas, have some influence; however green space, outdoor recreation and public realm is generally limited in this TCA.

Tranquillity & Perceptual Characteristics

The A1101 Churchill Road dual carriageway and to a slightly lesser extent the B198 Lynn Road have a negative effect on tranquillity resulting from traffic and highway lighting, however these effects are typically localised within the TCA due to the relatively high building density.

Central Pre-Twentieth Century Residential Development TCA

Summary of Key Characteristics

- Rows of Victorian two storey dwellings on a formal grid pattern, typically semi-detached but with terraced and detached housing stock;
- Grade II listed buildings in localised clusters on Victoria Road, Norwich Road and Lynn Road;
- Modern infill residential development of higher density, ongoing;
- Several healthcare, educational and community buildings;
- Limited green infrastructure, outdoor recreation and public realm with the single exception of Tillery Field Park; and
- Limited views in and out of TCA

Lynn Road B198

Queens Road

Baptist Chapel, Victoria Road (Grade II listed)

Table 9D.7 TCA5: Twentieth Century Residential and Institution Development

Twentieth Century Residential and Institution Development TCA

General Description

This large TCA comprises a residential suburb to the south and east of the historic core of Wisbech and represents the mid-twentieth century expansion of the town. The majority of the TCA is covered by the suburb known as New Walsoken, with reference to the historic village of Walsoken in Norfolk, outside the TCA Study Area to the northeast. The TCA contains two of the largest educational campuses in the town – the College of West Anglia campus and the Thomas Clarkson Academy.

The relatively high density of built development within the TCA and adjoining urban areas provides a moderately enclosed character to this TCA. The sports field and incidental open space associated with the Thomas Clarkson Academy allows longer range views from sections of Weasenham Lane and some of the adjoining roads.

The TCA's southwestern boundary is located ~500m to the east of the EfW CHP Facility Site.

Historical Development

Most of the TCA was devoid of built development before the middle of the twentieth century noting some older properties survive in places along the A1101 corridor and also along the Norwich Road. Historic OS mapping reveals that significant new housing commenced in the interwar period close to the railway at the north-western end of the TCA and a separate outlier developed at 'The Mount' estate, south of the Norwich Road. After the second world war the expansion of residential estates continued outwards within the historic rural road pattern.

In the past decade, the College of West Anglia campus and the Thomas Clarkson Academy, a secondary school and sixth form, have been rebuilt on existing sites. The Academy is surrounded by extensive outdoor sports facilities that are available to the community. Indoor facilities include a dance studio, a theatre and function rooms.

Heritage Assets

A couple of historic buildings worthy of Grade II listing survive on the Norwich Road and comprise a cottage, possibly of seventeenth century origin at 120 Norwich Road and a dwelling known as 'The Mount', of late eighteenth century origin located on Norwich Road a short distance to the northeast.

Movement & Connectivity

The A1101 dual carriage way passes through the centre of the TCA and the dense network of roads facilitates easy movement by car throughout the TCA. Sustrans cycle route 63 follows an on-road route parallel with the A1101. Most of the dense network of side streets have dedicated footways on both sides, however in places these can be narrow and/or can be restricted by parked cars.

A number of public rights of way provide good connections to pedestrians within the TCA, particularly to the surrounding countryside. A signposted public byway follows the eastern edge of the TCA along Stow Lane and provides a relatively attractive prospect for informal walks, connecting to other routes that cross agricultural land to the east of the settlement. A public byway also links Meadowgate Lane on the eastern edge of the TCA with Green Lane, within open countryside further to the east. Halfpenny Lane is designated as a route with public access and initially comprises a single-track road from Weasenham Lane, within the built-up area and extends beyond the boundary of the TCA to the south, through open countryside and over the A47, connecting to the village of Elm. Within the urban area, a public footpath route follows the northern boundary of the University of West Anglia campus, including a small area of incidental open space. A public footpath also follows the eastern edge of A1101 dual carriageway within the grass verge.

Twentieth Century Residential and Institution Development TCA

Urban Structure & Built Form

The relatively sparse pre-twentieth century historic rural road structure has been retained and in addition to Norwich Road, includes the curvilinear historic routes of Boyce's Lane, Money Bank, Stow Lane and Ramnoth Road. These were all well-established routes that connected the town to the surrounding agricultural hinterland, as evidenced by the late nineteenth century Ordnance Survey maps. The development of the mid-twentieth century housing estates within the historic road framework followed a formal grid pattern. Dwellings are typically two-storey detached and semi-detached houses, with a significant number of bungalows also present.

Pockets of recent infill residential development are present including Copperfields to the east of the College of West Anglia campus and new dwellings on Rose Fair Close at the northern end of the TCA close to the A1101. Other residential developments are planned, including 139 homes on the former horticultural college site, off the A1101 Elm Road.

In addition to the recently constructed educational buildings at the College of West Anglia campus and the Thomas Clarkson Academy, smaller educational buildings in the TCA include the Ramnoth County Junior School.

Retail and commercial developments are typically localised in extent, with the only notable development comprising the large supermarket, retail park and hotel at the southern end of the TCA near the roundabout junction of the A1101 and A47.

Green Infrastructure, Outdoor Recreation & Public Realm

Street frontages are often dominated by hard surfacing with limited public planting; however, the Mount Estate is the exception, and the streets here contain frequent street trees in grass verges. More recent infill residential development at a higher density typically provides less space for landscaping.

There is a paucity of public open space, however as described above, good public rights of way connections exist to the surrounding countryside along the south-eastern edge of the TCA. In addition, it is noted that Wisbech Park and Tillery Field are located in adjacent TCAs to the north. Formal outdoor sports facilities are available at the Thomas Clarkson Academy for the public to hire and include artificial and grass pitches, tennis courts and netball courts (in addition, a range of indoor facilities). Public realm is very limited in this TCA.

Tranquillity & Perceptual Characteristics

The busy A1101 that passes through the centre of the TCA facilitates access to the College of West Anglia campus and the Thomas Clarkson Academy, in addition to the retail park near the junction with the A47. The frequent traffic movements and relatively high density of residential development result in a high level of traffic along the A1101 and close to the aforementioned educational and retail destinations, however away from these routes, the residential cul-de-sacs are typically quieter. There is a high concentration of tall lighting columns within the retail park and key road junctions are also well illuminated including the roundabout junction with the A47. Frequent lighting columns also extend both sides of the dual carriageway section of the A1101. Elsewhere within the residential estates, lighting is more low-key with shorter lighting columns are located next to footways at wide spaced intervals with a lower level of illuminance.

Summary of Key Characteristics

- Mid-twentieth century residential suburb with more recent infill development;
- Educational facilities and a retail park are the principal non-residential uses;
- Very few heritage assets;

Twentieth Century Residential and Institution Development TCA

- Green infrastructure is limited and largely confined to grass verges and street trees within the older parts of the residential estates;
- Very limited public open space and public realm;
- Good public rights of way connections to the surrounding countryside to the southeast; and
- Moderately tranquil with quieter residential areas away from main road routes: and educational/retail destinations.

Awdry House, Cambridgeshire County Council

Ramnorth Road

Thomas Clarkson Academy

Weasenham Lane

Table 9D.8 TCA6: Twenty First Century Riverside Residential Development

Twenty First Century Riverside Residential Development TCA

General Description

A small TCA comprising a modern housing estate that is located between the B198 Cromwell Road to the east and the South Brink and River Nene to the west. The TCA is located at the northern end of the Wisbech Retail Park.
The TCA's southern boundary is located ~450m to the northwest of the EfW CHP Facility Site.

Historical Development

The estate was constructed within the last twenty years on agricultural and former nursery land containing scattered dwellings. Several of these dwellings were retained including three nineteenth century and early twentieth century properties and associated land holdings that are accessed off South Brink. These dwellings overlook the River Nene on the western boundary of the TCA. In addition, No. 6 Cromwell Road and outbuildings are located on the eastern boundary of the TCA and appear to be related to a previous agricultural landholding.

Heritage Assets

None recorded.

Movement & Connectivity

The TCA is well connected to the busy B198 Cromwell Road and Wisbech Retail Park to the south and to the town centre to the north. Pedestrian connections to the retail park are provided by surfaced footways and a pelican crossing near the junction with Weasenham Lane. In addition, there is a surfaced footway connection to the Retail Park at the northern end of the TCA off Ellerby Drive. A surfaced footway extends part way along South Brink, on the north-western edge of the development allowing views over the River Nene. Within the centre of the estate, views are typically restricted with occasional glimpses of the upper parts of development within the Wisbech Retail Park.

Urban Structure & Built Form

The cul-de-sac estate is comprised largely of bungalows to the northeast of Weasenham Lane and predominantly two storey properties to the south-west. Properties are arranged at different orientations around an organic cul-de-sac road pattern and whilst a limited number of dwellings face onto the South Brink and the B198, it is largely an inward facing estate. The density of dwellings is relatively high and consequently gardens are modest in size.

Green Infrastructure, Outdoor Recreation & Public Realm

At the northern end of the TCA there is a triangular shaped small park with trees, shrubs and open grass areas with a surfaced path running through the centre. A small children's play area is located at the southern end of the park, overlooked by nearby housing. A surfaced footway extends part way along South Brink, on the north-western edge of the development, allowing views over the River Nene.

Tranquillity & Perceptual Characteristics

The B198 Cromwell Road is a busy route close to the Wisbech Retail Park and is one of the principal routes into and out of the town, connecting to the A47 and wider strategic road network. The road corridor is illuminated by tall lighting columns. Lighting within the housing estate is restricted to lighting standards on

Twenty First Century Riverside Residential Development TCA

the edge of footways near cul-de-sac junctions, the surfaced footways within the Retail Park and along the South Brink. Within the centre of the estate, it is relatively quiet, noting the eastern and southern periphery of the TCA is strongly influenced by the regular traffic along the B198 and activity from the Wisbech Retail Park.

Summary of Key Characteristics

- Informal cul-de-sac pattern and largely inward facing;
- Relatively high-density modern housing estate of bungalows and two storey properties;
- Remnant older properties face onto South Brink and B198 Cromwell Road;
- Localised green infrastructure provided by small public park and views over River Nene; and
- Tranquillity at the periphery of TCA adversely affected by the Wisbech Retail Park and the B198 Cromwell Road.

Frontage onto B198 Cromwell Road

Abraham Drive

Table 9D.9 TCA7: Outlying Residential Areas

Outlying Residential Areas TCA
General Description
The TCAs are located as two separate sub-areas at the western edge of the town and consists of piecemeal residential development dating from the twentieth century with some earlier nineteenth century elements. The largest sub-area is centred on the B1542 Barton Road and the smaller area to the north is off Harecroft Road. The TCA is bounded by agricultural land and sport's pitches closer to the urban edge. Views outwards are often restricted by belts of planting along adjoining agricultural land with the least restricted view, where available to the north and west over open agricultural and there are no key views south towards the Proposed Development Area. The TCA's southern boundary is located ~700m to the northwest of the EfW CHP Facility Site.
Historical Development
Most of the residential development dates from the latter half of the twentieth century as piecemeal developments, noting some earlier twentieth and nineteenth century dwellings, most frequently as ribbon development along Harecroft Road and North Brink, the roads that historically connected the town to the surrounding countryside.
Heritage Assets
Albion Villa is an early to mid-nineteenth century Grade II listed property located on North Brink.
Movement & Connectivity
Sustrans Cycle Route 1 follows Harecroft Road and passes along the eastern edge of the northern sub-area, where two public footpath routes connect Harecroft Road with the Nene Way long distance trail, further to the east and beyond the TCA. A public footpath connects Barton Road with Magazine Lane to the south.
Urban Structure & Built Form
The principal residential developments typically comprise self-contained cul-de-sacs at right angles to the main road routes and have been developed at different times and consequently have different architectural styles and building types. The predominant building type is two storey detached dwellings, with some terraced and semi-detached dwellings. A park homes development is located at Grove Park, off Magazine Lane opposite a more established development of bungalows on Magazine Close.
Green Infrastructure, Outdoor Recreation & Public Realm
The sports pitches associated with Wisbech Grammar School and the Hudson Leisure Centre adjoin the northern edge of the main TCA sub-area. The grass pitches used by Wisbech Acorns Youth Football Club are located between Barton Road and Magazine Lane. Many of the discrete areas of housing are bounded by mature tree cover and hedgerows and the separation of discrete areas of development that vary in age, character and style of development contributes to the piecemeal character of the TCA.

Tranquillity & Perceptual Characteristics

The area is relatively tranquil, which increases as the built development density and volume of traffic decreases further from the settlement. The flood lit pitch of the Hudson Leisure Centre is sufficiently distant from most of the TCA to only have a minor influence on night-time townscape character, with street lighting

elsewhere providing good levels of illumination along the principal road routes of Barton Road and Harecroft Road, and lower height columns typically at the junctions of cul-de sacs elsewhere. By contrast, very few lighting columns are located along the rural lanes at the periphery of the TCA.

Outlying Residential Areas TCA

Summary of Key Characteristics

- Pockets of piecemeal twentieth century residential development in cul-de-sacs and at right angles to the main roads;
- Typically good sense of enclosure with developments parcels often bounded by mature tree belts and hedgerows limiting views out; and
- Relatively tranquil with influence of surrounding countryside and some localised adverse impacts on tranquillity from the B1542 and floodlit sports pitch.

Woodgate Park

Barton Road – western end

Table 9D.10 TCA8: Wisbech Retail, Industrial and Commercial Development

Wisbech Retail, Industrial and Commercial Development TCA

General Description

The TCA comprises two sub-areas with the larger sub-area to the south of the town centre and a smaller sub area to the north. The larger sub-area includes the Wisbech Retail Park and a large industrial estate and incorporates the EfW CHP Facility Site. The smaller sub-area is located to the north of the town centre and either side of the River Nene, land-uses include a variety of commercial and retail units and there is a marina used for both leisure and commerce on the eastern bank of the River Nene. This sub-area has contained industrial development since at least the mid-nineteenth century and is undergoing regeneration, with recent development including a business centre and associated public realm enhancements along the River Nene.

The southern sub-area of the TCA contains the EfW CHP Facility and the CHP Connection and the northern sub-area of the TCA is located ~1.8km to the northeast of the EfW CHP Facility Site.

Historical Development

The industrial estate and retail park of the larger southern TCA developed on agricultural land in the latter part of the twentieth century, continuing into the early twentieth century. The smaller northern TCA contained industrial development since at least the mid-nineteenth century with a sawmill, gas works, brewery, foundry, basket works and other larger-scale warehouses identified on the early OS maps. A tramway was located along the western bank of the River Nene. Most of the nineteenth century industrial buildings in this area have been long demolished, however several older buildings, repurposed as retail units are located between West Parade and North End. Amongst the older warehouse industrial units, the area has seen recent development including the distinctive Boathouse Business Centre with its small vertical axis wind turbine, located adjacent to the marina.

Heritage Assets

No listed buildings are located in this TCA. Some of the older warehouse buildings in the northern sub-area TCA alongside the River Nene could be of local historical interest.

Movement & Connectivity

The B198 Cromwell Road corridor is the principal road route through the southern TCA and the A1101 and River Nene passes through the northern TCA. The grid pattern of roads within the southern TCA typically contains pedestrian footways on both sides of the carriageway and the B198 is served by crossing points where stretches of the route only accommodate a footway on one side. Within the northern sub-area, the Nene Way long distance footpath follows the western banks of the River Nene and Sustrans cycle route No. 1 follows the A1101. Surfaced footpaths along both sides of the highway network and the presence of the aforementioned promoted routes combine to create a TCA sub-area that is well connected to the surrounding townscape. By contrast the southern sub-area away from the Retail Park does not contain any routes promoted for recreation.

Urban Structure & Built Form

The southern TCA retail and industrial estate is laid out on a grid and contains a variety of large portal framed warehouse buildings. Wisbech Retail Park currently includes several supermarkets and food stores, drive through restaurants and units selling furniture, carpets, electrical, white goods and pet food. Wisbech Industrial Estate occupants include B2 General Industrial, B8 storage and distribution and Class E commercial, business and services. Businesses, amongst others, include fabrication, packaging, plumbing suppliers, food manufacturers, engineering units and courier firms.

Wisbech Retail, Industrial and Commercial Development TCA

Buildings in the southern TCA are typically clad with profiled steel, with lower walls occasionally constructed of brick. Roofs are typically shallow pitched galvanised metal sheeting (occasionally fibre cement sheeting) with skylights. Smaller all-brick buildings are also present. Building heights vary, typically in the 10-15m range, with some taller buildings present including the cold storage facility to the southeast of the main building at the EfW CHP Facility having a height of 36m. Plots on the Wisbech Industrial Estate are frequently enclosed by security fencing with galvanised steel palisade frequently used. The retail units are set behind large car parking areas and include glazed frontages and prominent signage, visible from the B198 Cromwell Road.

The structure of the northern sub-area of the TCA is more variable and based on a formal grid either side of the River Nene. A marina for leisure boats, and accommodating commercial activity further north, extends some 400m north of the Freedom Bridge. This sub-area includes nineteenth century warehouse buildings, converted to commercial and industrial units and areas of recent development including the office units in the Boathouse Business Centre. There are notable areas of vacant ground, frequently surrounded by hoarding which are earmarked for redevelopment as part of the Nene Waterfront Regeneration Project. A large supermarket and associated car parking are located off North End at the western edge of the TCA.

Green Infrastructure, Outdoor Recreation & Public Realm

Green Infrastructure is generally limited to sparse tree planting within car parks or relatively narrow belts of tree and shrub planting at the periphery of some development plots. Semi-natural vegetation is scarce, although natural scrub regeneration is situated along the disused railway corridor (the 'Bramley Line') that passes through the centre of the southern TCA and along the western boundary of the main building at the EfW CHP Facility.

Within the northern sub-area there has been recent ornamental tree and shrub planting along Nene Parade adjacent to the marina and linking to the Boathouse Business Centre, implemented as part of public realm enhancements in this area.

Tranquillity & Perceptual Characteristics

The southern TCA is a busy area with frequent traffic resulting from delivery vehicles and car movements from workers and customers visiting the retail and industrial parks. Levels of illumination are greatest in the Retail Park (as illustrated in the night-time photograph in **Figure 9.16ii (Volume 6.3)**) and within the industrial estate security flood lighting is frequently mounted at a high level on warehouse buildings. Floodlights are also mounted on taller columns to illuminate some external yards where vehicles and trailers are parked. Commercial signage is frequently present throughout the TCA, with the Tesco supermarket logo at a high level being particularly prominent from further afield. Signage on other retail units is locally prominent from the B198 Cromwell Road approach to the town.

The smaller northern sub-area is influenced by the busy B198 to the south of the TCA and the A1101 that passes through the TCA. There are numerous lighting columns of varied design and height, concentrated along the river corridor and the A1101. Activity on the River Nene, associated with the marina from leisure users and commercial activity, further to the north, is also apparent.

Summary of Key Characteristics

- Larger southern sub-area comprises the late twentieth century Wisbech Retail Park and adjoining industrial estate with large warehouse buildings constructed on a grid;
- Smaller northern sub-area along the River Nene includes remnant nineteenth century converted warehouses, a marina for leisure and commercial uses, a supermarket and recent office development;

Wisbech Retail, Industrial and Commercial Development TCA

- No listed buildings present in the TCA, northern sub-area contains nineteenth century industrial buildings that could be of local historical interest;
- Low levels of tranquillity from high levels of road traffic along B198, A1101 and the Wisbech Retail Park and extensive high levels of lighting; and
- Northern sub-area has good pedestrian connections with surrounding areas via a long-distance path, Sustrans cycle route No. 1 and public realm improvements along the River Nene.

The Boathouse Business Centre and Marina

West Parade overlooking River Nene

Salter's Way

Wisbech Retail Park, Cromwell Road B198

543000 544000 545000 546000 547000 548000

310000 309000 308000 307000 306000

N

(A) (B)

Order limits

Townscape character Study Area - 2.5km around the main building at the Energy from Wate CHP Facility

Listed Building - Grade I

Listed Building - Grade II*

Listed Building - Grade II

Registered Parks and Gardens (Peckover House)

Conservation Areas

(A) Wisbech Conservation Area
(B) Bowthorpe Conservation Area

0 200 400 600 800 1,000 1,200 m

Scale at A3: 1:20,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and PowerFacility DCO
Environmental Statement
Appendix 9D Townscape Baseline Characterisation Study

Figure 3.1
Heritage Assets

June 2022

wood.

41310-Shr527

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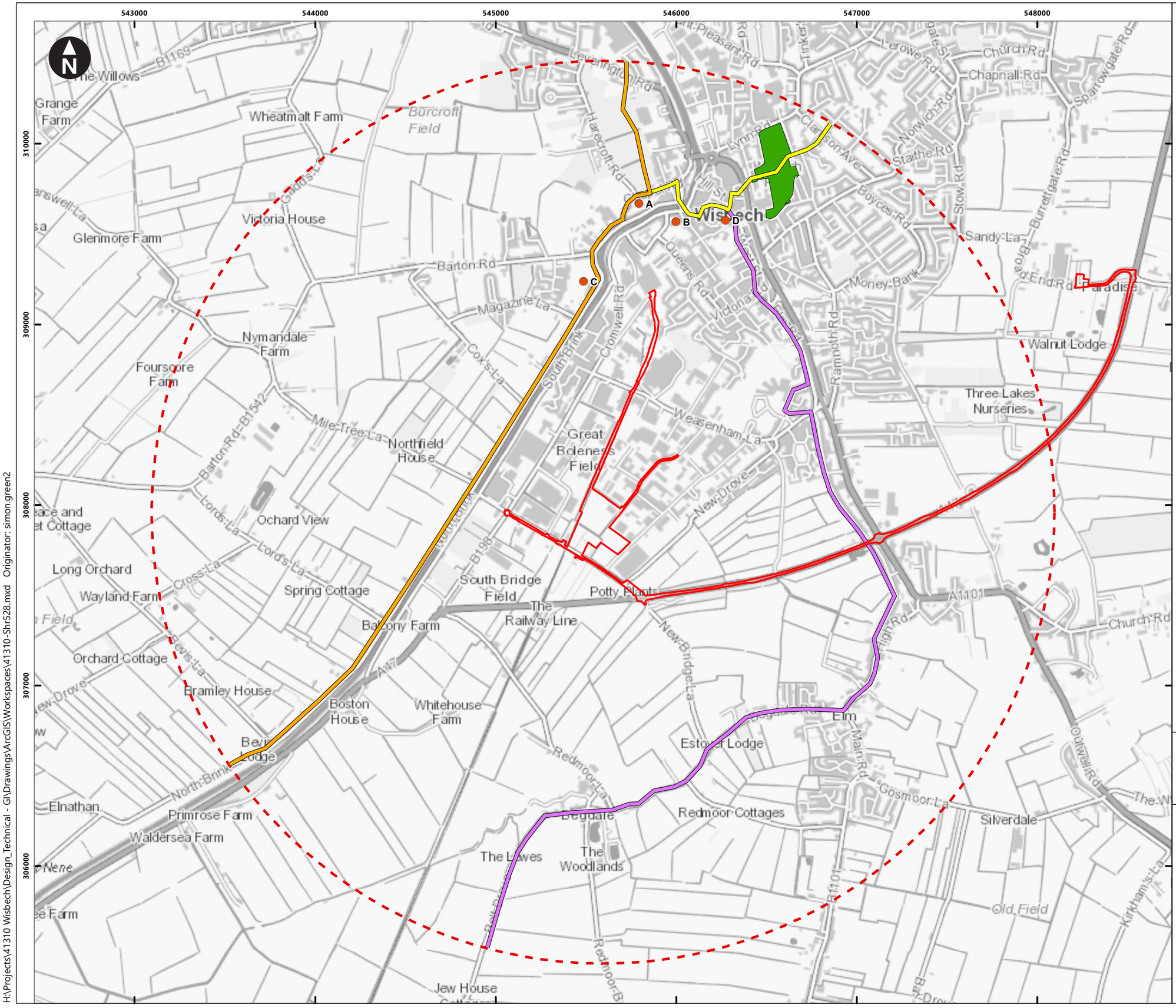

Order limits

Townscape character Study Area - 2.5km around the main building at the Energy from Wate CHP Facility

Wisbech Park

Nene Way Long Distance Trail

Sustrans Cycle Route 1

Sustrans Cycle Route 63

Destinations

A. Peckover House and Garden
B. Octavia Hill Birthplace Museum
C. Elgoods Brewery and Gardens
D. Wisbech and Fenland Museum

0 200 400 600 800 1,000 1,200 m

Scale at A3: 1:20,000

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Figure 3.2
Recreational routes and destinations

June 2022

wood.

41310-Shr528

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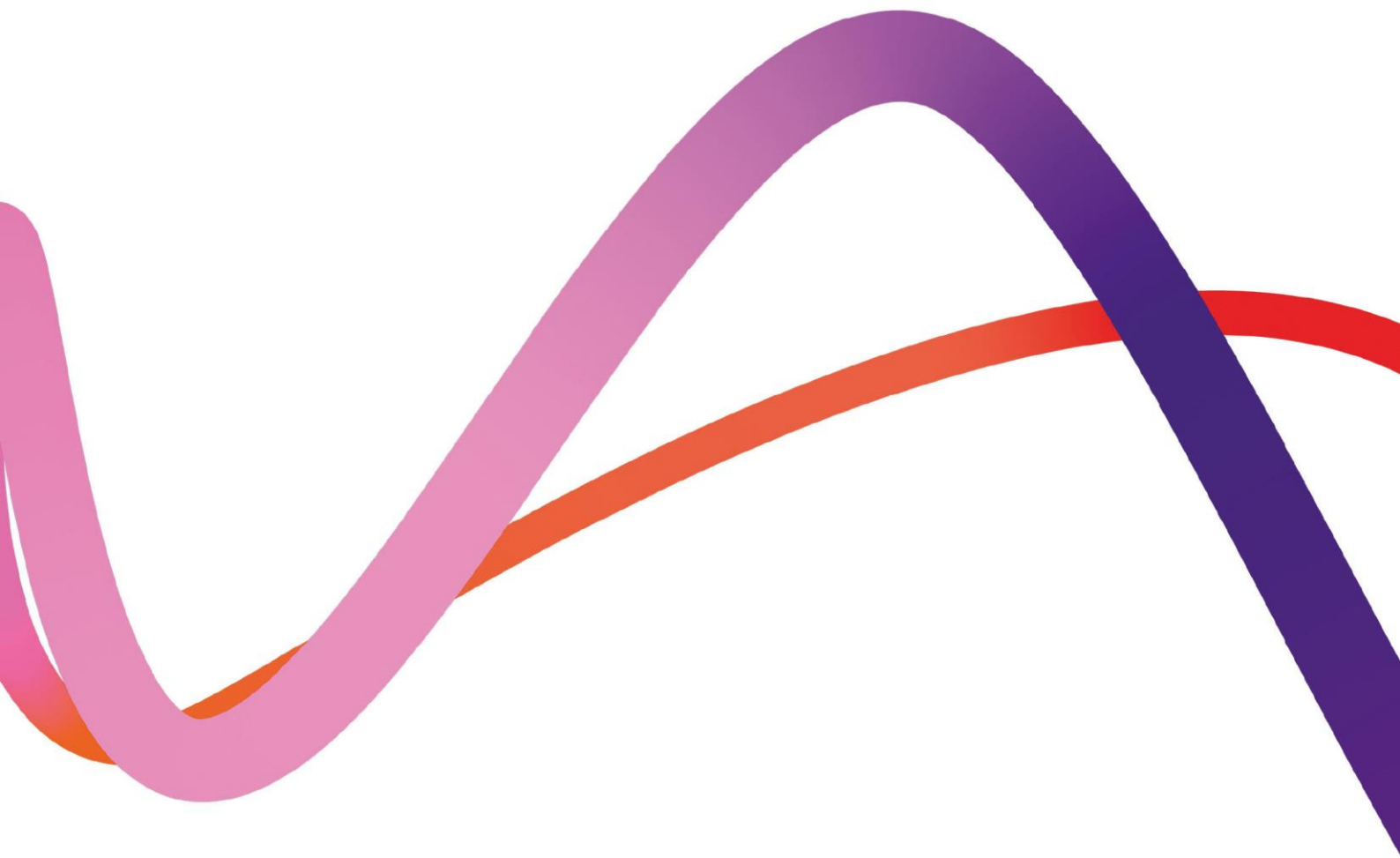


Medworth Energy from Waste
Combined Heat and Power Facility

PINS ref. EN010110
Document reference: Vol 6.4
Revision 1.0
June 2022

Environmental Statement

Appendix 9E Landscape Sensitivity Assessments

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

We inspire with energy.

Appendix 9E
LCT/LCA Sensitivity Assessments

Executive Summary

This appendix presents the landscape sensitivity assessments that have been undertaken in accordance with the methodology presented in **Appendix 9B (Volume 6.4).**

Landscape sensitivity is described as 'high', 'medium' or 'low'. This is assessed by considering the landscape value and landscape susceptibility to change, which may vary in response to both the type of development proposed and the specific characteristics of the Study Area.

The sensitivity assessments have been undertaken for those Landscape Character Areas (LCAs) or Landscape Character Types (LCTs) which lie within the LVIA Study Area for the Proposed Development (EfW CHP Facility, CHP Corridor and Grid Connection) and where the Zone of Theoretical Visibility (ZTV) indicates the potential for landscape effects to occur.

A summary of the LCA/LCT Sensitivity Assessments presented in **Section 2** is set out in **Section 3** at **Table 9E.20.**

Contents

1. Introduction

1.1.1 This appendix presents the landscape sensitivity assessments that have been undertaken in accordance with the methodology presented in **Appendix 9B (Volume 6.4)**.

1.1.2 Landscape sensitivity is described as 'high', 'medium' or 'low'. This is assessed by taking into account the landscape value and landscape susceptibility to change, which may vary in response to both the type of development proposed and the specific characteristics of the Study Area, such that landscape sensitivity needs to be considered on a case-by-case basis.

1.1.3 The sensitivity assessments have been undertaken for those Landscape Character Areas (LCAs) or Landscape Character Types (LCTs) which lie within the LVIA Study Area for the Proposed Development (EfW CHP Facility, CHP Corridor and Grid Connection) and where the Zone of Theoretical Visibility (ZTV) indicates the potential for landscape effects to occur. The LCAs/LCTs are shown in **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3)** and the sensitivity assessments for the 19 LCAs/LCTs considered as Receptors are contained within **Tables 9E.1** to **9E.19** of this appendix.

1.1.4 As illustrated in **Figure 9.9ii: Landscape Character Types and Areas (Volume 6.3)**, a small number of LCTs/LCAs coincide with the LVIA Study Area but 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 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).

2. Landscape Sensitivity Assessments

2.1 Fenland District LCAs

Table 9E.1 Landscape sensitivity assessment for LCA: Wisbech Settled Fen

LCA: Wisbech Settled Fen		
LVIA photographic viewpoint locations within the LCA: VPs 1-13 & VP15		
Direct landscape effects: EfW CHP Facility and underground section of the Grid Connection	**Indirect landscape effects**: EfW CHP Facility and Grid Connection	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The matrix in the FDC *Wind Turbine Development Policy Guidance*[1] Management plans aims to "*improve and conserve*" the existing character.	Medium
Landscape condition and intactness	Landscape condition is cited as 'moderate' in the FDC *Wind Turbine Development Policy Guidance*[1] with a generally intact field pattern and low impact from built development. There is some localised landcover change.	Medium
Scenic quality	This is a landscape of moderate or 'ordinary' aesthetic appeal. A number of pylon routes cross the northern part of the LCA and are locally prominent features. The A47 is a fast moving and busy transport route with HGVs readily discernible as they pass through the landscape. The A47 marks an abrupt change between the rural landscape and suburbs of Wisbech where larger scale retail and industrial land uses dominate. The orchards and shelter belts to the west of Wisbech provide some visual diversity and increased scenic quality in contrast to the flat, open fen landscape present elsewhere within the LCA.	Medium
Rarity and representativeness	The LCA shares many attributes that are in common with adjacent fen landscapes including the The Fens – Settled Inland LCT to the east and Settled Fen LCT within South Holland to the north. It is not a rare landscape type or considered to be a particularly important example of a fenland landscape and no rare landscape features are present.	Low
Conservation interest and associations	Heritage assets include a high concentration of listed buildings within Wisbech, Elm and Leverington which coincide with the conservation areas within these settlements. Scattered listed buildings are also present within the other settlements within this LCA. Scheduled monuments are associated with the churchyard	High

[1] Fenland District Council. (2009). Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation. [online].

	at Walsoken with two round barrows and the Roman bank ancient sea defence found close to Leverington. A registered park and garden (Peckover House) is also present within the LCA. With regard to nature conservation, there are no SSSIs, SPAs, SACs or Ramsar sites within the Wisbech Settled Fen LCA. The River Nene is identified as a Local Wildlife Site. There are a number of cultural and literary associations with Wisbech.	
Recreation value	Sections of National Cycle Route 1 and 63 pass through this LCA with the promoted walking route, the Nene Way, closely aligning with the bank of the River Nene as it follows the boundary of and passes through, the Wisbech Settled Fen LCA. Beyond these promoted routes there is a generally low density of local public rights of way (PRoWs), increasing slightly in number in closer proximity to the settlements as indicated by Cambridgeshire's Rights of Way mapping[2]. Wisbech also hosts a number of visitor attractions with Peckover House being a National Trust property.	High to Medium
Perceptual aspects	This is a traditional, working landscape, interspersed by historic settlements but also the larger scale industrial and retail developments on the southern edge of Wisbech. This, together with the A1101 and the busy A47 in particular, limits the feeling of remoteness and tranquillity with the audible influence of traffic a source of constant background noise.	Medium to Low
Overall value	The landscape is undesignated, and criteria range from 'High' (conservation interests), to 'High to Medium' (recreation value) through to 'Medium' (designations, condition and scenic quality), Medium to Low (perceptual aspects) to 'Low' (in terms of rarity). The overall value is therefore assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: This is flat, low lying landscape with partial enclosure afforded by shelter belts related to fruit orchards. The scale of the landscape varies from small to medium scale close to the orchards to large and open to the north. It is also a landscape in which large-scale retail and industrial development and the urban influence of settlements such as Wisbech, Elm and Wisbech St Mary already forms part of the baseline character. Beyond the settlements, the rural landscape features a simple, regular pattern of linear drainage ditches and orchard trees in rows amongst a uniform agricultural land use.		Low
Visual characteristics: The skyline within the Wisbech Settled Fen LCA is varied. The tall shelter belts associated with orchards to the west of Wisbech form the skyline in many locations, and, together with tree cover in and around the settlements, create areas that are well enclosed limiting intervisibility with surrounding landscapes. In contrast and from locations to the north of Wisbech, the landscape possesses a simpler skyline, although it is often interrupted by pylons associated with the three overhead lines which cross this part of the LCA.		Medium

[2] Available online at Cambridgeshire County Council website.

In consideration of these factors, the Wisbech Settled Fen LCA is best described as a partially enclosed landscape offering some visual containment and filtering of views and moderate levels of intervisibility surrounding landscapes. The baseline daytime views from within this LCA demonstrate the presence of larger scale built form on the southern edge of Wisbech whilst the high levels of lighting within the retail parks which dominate the southern edge of the town can be observed in both the nigh-time baseline views and CPREs Night Blight Mapping shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)**. Traffic, including a high proportion of HGVs along the A47, contribute to a busy moving landscape within this part of the LCA.

Perceptual characteristics: Field survey observations made whilst obtaining viewpoint photography note the aural influence of the A47 and to a lesser extent the A1011 which pass through the LCA. The proximity to settlements and influence of human activity results in an LCA which displays limited levels of remoteness and lower levels of naturalness.	Medium to Low
Overall susceptibility	The physical, visual and perceptual characteristics indicate a 'Medium' overall susceptibility. **Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium**' overall sensitivity.

Table 9E.2 Landscape sensitivity assessment for LCA: The Fens

LCA: The Fens		
LVIA photographic viewpoint locations within the LCA: VP18, VP22, VP23, VP25 & VP30		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The matrix in the FDC *Wind Turbine Development Policy Guidance*[1] Management plans aims to "*conserve and restore*" the existing character.	Medium
Landscape condition and intactness	Landscape condition is cited as 'moderate' in the FDC *Wind Turbine Development Policy Guidance*[1] with a generally intact field pattern but with a recognised 'high' impact of built development. There is some localised landcover change.	Medium
Scenic quality	This is a landscape of moderate or 'ordinary' aesthetic appeal with limited visual diversity. Existing wind turbines at Coldham/Stag's Holt and Ransom Moor are visible from many locations throughout the Fens. Pylons and overhead wires are also apparent in some locations, all of which form a vertical contrast with the generally horizontal landform.	Medium
Rarity and representativeness	The Fens LCA covers an extensive area of drained fen and possess many of the characteristics and features which are replicated elsewhere across East Anglia. It is not a rare landscape type or considered to be a particularly important example of a fenland landscape and no rare landscape features are present.	Low
Conservation interest and associations	Nature conservation designations include the Nene Washes SSSI/SPA/SAC and the adjacent Adventurer's Land SSSI. Rings End it the east of the Nene Washes s a Local Nature Reserve (LNR). Heritage interests are associated with the conservation areas within Parson Drove and March both of which feature a concentration of listed buildings. A number of other listed buildings are distributed throughout the LCA whilst four scheduled monuments are present within and to the south-east of March.	High
Recreation value	Both the Nene Washes and Rings End LNR are open to the public with car parking provision and accessible paths. NCR 63 passes through the LCA whilst the Nene Way and Hereward Way are two promoted walking routes which traverse the fen landscape. Beyond these promoted routes, the local PRoW network is relatively sparse, which is reinforced by one of the key characteristics of this landscape as a "*Productive and functional landscape with few recreational uses*."[1]	High
Perceptual aspects	This is a generally unsettled landscape which contributes to higher levels of tranquillity and remoteness. These levels are disrupted locally close to main transport routes (the A141, A605 and A47)	Medium

	which pass through the LCA, the railway line and in proximity to the larger settlements such as March.	
Overall value	The landscape is undesignated, and criteria range from 'High' (recreation value and conservation interests), to 'Medium' (designations, condition, scenic quality and perceptual aspects), though to 'Low' (in terms of rarity). The overall value is therefore assessed as Medium.	**Medium**

Susceptibility commentary (to the type of development proposed)	**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.	N/A
Visual characteristics: This is a large scale, flat and open landscape with extensive views and large skies as indicated in the baseline view from Viewpoint 30. The church towers and spires in many of the towns and villages also form historic landmark structures in the landscape. Both factors are indicative of a higher visual susceptibility. However, this is also a landscape which contains precedents of larger-scale vertical infrastructure including the existing wind turbines at Coldham/Stag's Holt and Ransom Moor (as shown in the baseline view from Viewpoint 25) as well as pylons and overhead wires (illustrated in the baseline view from Viewpoint 23). The Lineage Logistics Cold Store on the southern edge of Wisbech is also evident from locations within the Fen landscape as demonstrated in the baseline view from Viewpoint 22. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates that radiance levels are moderate within localised areas of the LCA, influenced by light sources within March, other smaller settlements and along sections of the A47 whilst elsewhere, across the rural landscape radiance levels are low.	Medium
Perceptual characteristics: This is a landscape which displays some visual contributors to tranquillity (i.e., presence of natural features, proximity to water in some locations and openness) but also features recognised visual detractors from tranquillity including visibility of urban development and overt human impact. The Fens LCA is also crossed by a number of transport routes including the A141, A605 and A47 which introduce movement within the landscape and the aural influence of traffic along these busy routes was recorded in the field survey as generating constant background noise. Perceptions of naturalness are likely to be diluted by the pattern of artificial drainage ditches although the landscape is largely unsettled and can give the impression of being relatively remote. There are some visual signs of existing larger scale infrastructure which indicates some capacity to accommodate the type of development proposed in an adjacent LCA.	Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.3 Landscape sensitivity assessment for LCA: March Clay Island

LCA: March Clay Island		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The matrix in the FDC *Wind Turbine Development Policy Guidance*[1] Management plans aims to "*improve and conserve*" the existing character.	Medium
Landscape condition and intactness	Landscape condition is cited as 'moderate' in the FDC *Wind Turbine Development Policy Guidance*[1] with a declining field pattern and a moderate impact of built development. There is some localised landcover change.	Medium
Scenic quality	This is a landscape of moderate or 'ordinary' aesthetic appeal. Beyond the settlements of March and Wimblington, views are typically open across a rural landscape where hedgerow and poplar belts, particularly along the sides of roads add visual interest. The extant assessment notes that the "*built edge of settlements include some unsympathetic industrial structures*" [1] whist some views also include the wind farm at Ranson Moor to the west.	Medium
Rarity and representativeness	This LCA contains features that are common and not rare.	Low
Conservation interest and associations	There are no nature conservation designations within this LCA. Heritage assets included a smaller part of the March Conservation Area, a number of listed buildings within the southern suburbs of March and within Wimblington and a scheduled monument within March.	Medium
Recreation value	There are no long distance promoted walking or cycling routes within this LCA. However, refence to Cambridgeshire's Rights of Way mapping[2] indicates a moderately dense network of local PRoWs crossing the agricultural landscape close to the settlements of March and Wimblington.	Medium
Perceptual aspects	This is a heavily settled landscape in which perceptions of remoteness, tranquillity and naturalness are lower.	Low
Overall value	The landscape is undesignated, with the majority of criteria assessed as 'Medium' (designations, condition, scenic quality, conservation interest and recreation value) with 'Low' for rarity/representativeness and perceptual aspects. The overall value is therefore assessed as Medium.	Medium
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A

Visual characteristics: This is a partially enclosed landscape in which the built settlements within March and surrounding tree cover offers some visual containment. The spire of St Wendreda's Church forms a historic landmark in more open views across agricultural land indicating a potentially higher visual susceptibility. However, this is counterbalanced by the numerous precedents of vertical infrastructure including pylons and wind turbines. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates that radiance levels are moderate to high within the LCA, influenced by light sources within March, and Wiimblington.	Medium to Low
Perceptual characteristics: This is a landscape which displays some visual contributors to tranquillity (i.e., presence of natural features) but also features recognised visual detractors from tranquillity including visibility of urban development and overt human impact. The LCA is crossed by a number of transport routes including the A141 which introduce movement within the landscape with the associated aural influence of traffic. This is a heavily settled landscape in which perceptions of remoteness, tranquillity and naturalness are lower.	Low
Overall susceptibility	The visual characteristics indicate a 'Medium to Low' susceptibility whilst the perceptual characteristics are 'Low'. This indicates a 'Low' overall susceptibility.	**Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	**Low**
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Low' indicating a '**Low'** overall sensitivity.

2.2 King's Lynn and West Norfolk LCAs

Table 9E.4 Landscape sensitivity assessment for LCA: D2 - Walpole, Terrington and Clench Warton

LCA: D2 - Walpole, Terrington and Clench Warton		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility and Grid Connection (Option 1: Walpole)	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT D: the Fens –	Medium

	Settled Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the strong large-scale landscape pattern of large geometric arable fields that contribute to an overall sense of openness and enhance the reed-filled ditches and dykes that delineate field boundaries. Specific *Landscape Planning Guidelines* set out in the extant assessment for LCA D2, seek to conserve the mostly rural character of the area, the landscape setting of the existing villages and the largely tranquil nature of the LCA.	
Landscape condition and intactness	LCA D2 has an intact and recognisable fenland character of open skies and flat, arable geometric fields. The intensive nature of farming has led to the breakdown of traditional field boundaries and overall landscape condition is considered to be moderate.	Medium
Scenic quality	A landscape of moderate or 'ordinary' aesthetic appeal. Detracting features include a horizon that appears cluttered in places due to the variety of vertical elements of differing sizes, including pylons which cross LCA D2 and can appear locally prominent. Numerous overhead lines also cross the northern fringes of LCA D3 to the south converging at Walpole substation. Other communication masts, tall vegetation and extensive glasshouses to the west of Terrington St. Clement are also minor visual detractors in the extensive long-distance views that are available.	Medium
Rarity and representativeness	This LCA forms part of the wider The Fens – Settled Inland LCT, both of which share many attributes in common with the adjacent Fen landscapes and possess features that are common and not rare.	Low
Conservation interest and associations	There are no nature conservation designations within LCA D2. With regard to heritage assets, part of the village of Terrington St. Clement is designated as a conservation area whilst a single scheduled monument (Medieval settlement remains) is located to the south of the A17 at Kenwick Farm. A number of listed buildings are present within the settlements of Terrington St. Clement and Walpole St. Andrew and St. Peter as well as a small number being present within the intervening landscape.	Medium
Recreation value	There are no long distance promoted walking or cycling routes within LCA D2. Reference to the interactive map of Public Rights of Way throughout Norfolk[4] indicates that recreational routes are restricted to a small number of local PRoWs, primarily concentrated to the south of Terrington St. Clement.	Medium to Low
Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes that "*Tranquillity in the area largely depends on proximity to the fast moving traffic corridors of the A17 and A47, which dissect this character area and provide a constant source of noise and movement*". Agricultural machinery operating within this intensively farmed landscape also brings a seasonal source of background movement whilst the frequent presence of	High to Medium

[3] Borough Council of King's Lynn & West Norfolk (2007). King's Lynn and West Norfolk Borough Landscape Character Assessment. [online].
[4] Available online at Norfolk CC website, 'out and about in Norfolk'.

	settlements and high density of rural roads reduces perceptions of remoteness.	
Overall value	The landscape is undesignated, and the majority of the criteria indicate a Medium overall value.	**Medium**

Susceptibility commentary (to the type of development proposed)	**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.	N/A
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes that "*Panoramic views across the area and beyond over adjacent fen landscape*" as one of the inherent landscape sensitivities of LCA D2. The high levels of intervisibility which exist across this flat, open landscape and the noted "*village churches are conspicuous landmarks in all directions*" are two visual characteristics which indicate a potentially higher level of susceptibility. However, this is counterbalanced by the existing levels of visual intrusion as a consequence of a number of vertical elements including pylons which pass through or close to LCA D2 whilst movement is evident along the A17 corridor. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates moderate levels of radiance within the settlements of Terrington St. Clement and Walpole St. Andrew and St. Peter whilst the western fringes of the LCA is also influenced by high radiance levels within Sutton Bridge.	Medium
Perceptual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] cites that "*Moderate to strong sense of tranquillity throughout the area*" as one of the inherent landscape sensitivities of LCA D2. However, it also notes that "*Tranquillity in the area largely depends on proximity to the fast moving traffic corridors of the A17 and A47, which dissect this character area and provide a constant source of noise and movement*." The proximity to settlements and high density of rural roads means that perceptions of remoteness are also likely to be lower.	Medium

Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium**' overall sensitivity.

Table 9E.5 Landscape sensitivity assessment for LCA: D3 - Terrington St. John

LCA: D3 - Terrington St. John
LVIA photographic viewpoint locations within the LCA: VP20 & VP26

Direct landscape effects: Grid Connection (Option 1: Walpole)	**Indirect landscape effects**: EfW CHP Facility and Grid Connection (Option 1: Walpole)

Value criteria	Commentary	Value
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT D: the Fens – Settled Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the strong large-scale landscape pattern of large geometric arable fields that contribute to an overall sense of openness and enhance the reed-filled ditches and dykes that delineate field boundaries. Specific *Landscape Planning Guidelines* set out in the extant assessment for LCA D3, seek to conserve the predominantly rural character of the area, the panoramic views across the area and adjacent areas and the characteristically sparse settlement pattern throughout the area.	Medium
Landscape condition and intactness	LCA D3 has an intact and recognisable fenland character of open skies and flat farmed geometric fields. Overall landscape condition is considered to be moderate.	Medium
Scenic quality	This is a landscape of moderate or 'ordinary' aesthetic appeal. Whilst settlement and transport routes are limited and a rural landscape is prevalent, the extant assessment notes that "*Views in every direction across the area are dominated by rows of poplars and rows of communication masts…..which (together with the church in West Walton in Area D4) provide the main focal points in this expansive, large-scale area*" and "*makes for a cluttered skyline in places*" [3]. Ten overhead lines and their associated pylons cross this landscape, connecting to the substation at Walpole and are locally prominent features in the landscape, particularly within the western half of the LCA.	Medium to Low
Rarity and representativeness	This LCA forms part of the wider The Fens – Settled Inland LCT, both of which share many attributes in common with the adjacent Fen landscapes and possess features that are common and not rare.	Low
Conservation interest and associations	There are no nature conservation designations within LCA D3. A single scheduled monument (Moated site and medieval field system) is present to the north of Terrington St. John whilst a small number of listed buildings are also present in the landscape.	Low
Recreation value	There are no long distance promoted walking or cycling routes within LCA D3. Reference to the interactive map of Public Rights of Way throughout Norfolk[4] indicates a very limited number of designated PRoWs within this landscape although OS mapping illustrates a high proportion of 'other routes with public access'.	Medium to Low
Perceptual aspects	The extant assessment notes that "*A strong sense of tranquillity is apparent throughout the entire area, emphasised by the general lack of development in the area*" [3]. Observations made during the field survey noted the natural aural influences (bird song) and limited disturbance from traffic sounds both of which are recognised contributors to higher perceptions of tranquillity. However, recognised detractors from tranquillity include the	Medium

	presence of power lines and some aural influence from vehicles is likely in close proximity to the small number of *"straight, fairly busy roads (with settlement concentrated largely linearly along the roads)"* [3].	
Overall value	The landscape is undesignated, and criteria range from 'Medium' (designations, condition, and perceptual aspects), through the 'Medium to Low' (recreation and scenic quality) to 'Low' (in terms of rarity, and conservation interests). The overall value is therefore assessed as Medium.	**Medium**

Susceptibility commentary (to the type of development proposed)	**Susceptibility**
Physical characteristics: LCA D3 features a large-scale landscape with a flat landform and simple, uniform land use that predominantly comprises arable field with a network of drainage ditches. Extensive examples of larger infrastructure associated with electricity transmission including the Walpole Substation are already part of the baseline character indicating capacity for the type of development proposed (the grid connection).	Low
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes that "*Wide panoramic views across the fen landscape and beyond over adjacent areas (including views on West Walton church)*".as one of the inherent landscape sensitivities of LCA D3. The high levels of intervisibility which exist across this flat, expansive landscape indicates a potentially high level of susceptibility although this is reduced by the existing visual intrusion from the multiple overhead lines that traverse this landscape. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates that this a generally dark landscape although radiance levels are slightly higher closer to the northern and southern boundaries as a consequence of the highway and domestic lighting within the larger villages which lie just outside of LCA D3.	Medium
Perceptual characteristics: This is a landscape which displays audible contributors to tranquillity (i.e., sounds of bird song and limited aural disturbance from vehicles) but also features recognised visual detractors from tranquillity associated with the numerous power lines which traverse the LCA. The absence of any sizeable settlements and limited transport routes contributes to perceptions of remoteness, however, there are visual signs of existing infrastructure which indicates some capacity to accommodate the type of development proposed.	Medium
Overall susceptibility	Whilst the physical characteristics indicate a low susceptibility, the visual and perceptual characteristics are assessed as 'Medium', giving rise to a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:

The overall value of this LCA is ‘Medium’. The overall susceptibility is judged to be ‘Medium’ indicating a ‘**Medium’** overall sensitivity.

Table 9E.6 Landscape sensitivity assessment for LCA: D4 - Emneth, West Walton and Walsoken

LCA: D4 - Emneth, West Walton and Walsoken

LVIA photographic viewpoint locations within the LCA: VP14, VP16, VP17 & VP21

Direct landscape effects: Grid Connection (Option 1: Walpole and Option 2: Walsoken)	**Indirect landscape effects**: EfW CHP Facility and Grid Connection (Option 1: Walpole and Option 2: Walsoken)

Value criteria	Commentary	Value
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT D: the Fens – Settled Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the strong large-scale landscape pattern of large geometric arable fields that contribute to an overall sense of openness and enhance the reed-filled ditches and dykes that delineate field boundaries. Specific *Landscape Planning Guidelines* set out in the extant assessment for LCA D4 seek to conserve the mostly rural character of the area and pockets of tranquillity where apparent. The *Guidelines* also seek to conserve and enhance the landscape setting of the existing villages such as Emneth and West Walton and the landscape setting of Wisbech.	Medium
Landscape condition and intactness	LCA D4 has an intact and recognisable fenland character of open skies and flat farmed geometric fields. Overall landscape condition is considered to be moderate.	Medium
Scenic quality	This is a landscape of moderate or 'ordinary' aesthetic appeal. The extant assessment notes that the "*patchwork of arable fields, orchards, plantation woodlands, together with 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*" [3]. Other features include the two 45m high (to blade tip) wind turbines at Harps Hall, Walton Highway (visible from Viewpoint 14) and the Cold Storage development on the southern edge of Wisbech which is a component of views from within the southern part of the LCA (as evidenced in Viewpoint 16). The orchards provide some visual diversity and increased scenic quality.	Medium
Rarity and representativeness	This LCA forms part of the wider The Fens – Settled Inland LCT, both of which share many attributes in common with the adjacent Fen landscapes. The orchards which are prevalent throughout this area are uncommon.	Low
Conservation interest and associations	There are no nature conservation designations within LCA D4. A small number of listed buildings are present in the landscape.	Low

Recreation value	A section of NCR 1 passes through the northern half of LCA D4. Reference to the interactive map of Public Rights of Way throughout Norfolk[4] indicates a limited number of designated PRoWs within this landscape.	Medium
Perceptual aspects	Perceptions of tranquillity vary across LCA D4 and are dependent on proximity to the busy transport corridor of the A47 (with its visual, noise and movement intrusion) and the urban fringe around Wisbech, both of which are recognised detractors of tranquillity. Whilst open views of natural features within this rural landscape are contributors to tranquillity together with bird song which was observed during the field survey, detractors also include the presence of power lines (two overhead lines cross this LCA and the pylons are locally prominent features) and some aural influence from vehicles is likely along the "*pattern of several, more or less parallel, fairly busy, urban roads*" [3] which connects the villages. The density of roads and proximity to Wisbech and other smaller settlements means that levels of remoteness are diluted.	Medium to Low
Overall value	The landscape is undesignated, and criteria range from 'Medium' (designations, condition, scenic quality and recreation) to 'Medium to Low' (in terms of perceptual aspects) to 'Low' (rarity and conservation interests). The overall value is therefore assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: LCA D4 features a flat landform but a variety of land uses including arable fields with a network of drainage ditches and orchards with rows of fruit trees, both of which provide a regular, ordered pattern within the landscape. The intact mature landscape structure generated by rows of poplars and large concentration of fruit orchards may be susceptible to physical change. However, examples of larger infrastructure associated with electricity transmission are already part of the baseline character indicating capacity for the type of development proposed (the Grid Connection).		Medium
Visual characteristics: The orchards within this LCA directly east of Wisbech give a sense of enclosure and channel views along the rows of low trees. Elsewhere, higher levels of intervisibility exist although views often contain larger scale infrastructure including 400kv pylons and the Cold Storage development on the southern edge of Wisbech, as well as movement along the busy A47. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are moderate across this LCA with increasing levels close to Wisbech and higher levels of radiance in the vicinity of the food distribution depot of Lynn Road.		Medium to Low
Perceptual characteristics: This is a landscape which displays some visual and audible contributors to tranquillity (i.e.,, sounds of bird song and presence of natural features) but also contains recognised audible and visual detractors from tranquillity including the sound of traffic on the busy A47 and A1101 which pass through or border this LCA and the visual presence of pylons and the settlement edge of Wisbech, including views of larger scale infrastructure on the southern edge of the town. The network of roads and settlement pattern means that perceptions of remoteness are relatively low.		Medium to Low

Overall susceptibility	The physical characteristics are judged to be of 'Medium' susceptibility, whilst the visual and perceptual characteristics are 'Medium to Low' giving rise to a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.7 Landscape sensitivity assessment for LCA: D5 - Outwell

LCA: D5 – Outwell

LVIA photographic viewpoint locations within the LCA: VP19

Direct landscape effects: None **Indirect landscape effects**: EfW CHP Facility

Value criteria	Commentary	Value
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT D: the Fens – Settled Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the strong large-scale landscape pattern of large geometric arable fields that contribute to an overall sense of openness and enhance the reed-filled ditches and dykes that delineate field boundaries. Specific *Landscape Planning Guidelines* set out in the extant assessment for LCA D5 seek to conserve the mostly rural character of the area and the largely undisturbed and tranquil nature of the area as well as conserve and enhance the landscape setting and historic character of Outwell and Upwell.	Medium
Landscape condition and intactness	LCA D5 has an intact and distinctive character which is centred around the linear settlements of Upwell and Outwell the layouts of which are dictated by the old course of the River Nene. The historic layout, traditional building materials and mature trees creates a landscape with a strong sense of time depth.	High
Scenic quality	Scenic quality is generally high within this LCA whilst "*boats moored along the banks of watercourses contribute to recognisable sense of place and character*" [3]. There are few detracting features within the LCA.	High
Rarity and representativeness	The layout and waterfront setting of Upwell which, together with Outwell, dominates this compact LCA, is valued at a district level through its conservation area designation. The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes	High

	that "*The presence of several small bridges giving access to the houses contributes to the unique, distinctive nature of the area*".	
Conservation interest and associations	There are no nature conservation designations within LCA D5. A conservation area covers part of Upwell. Clusters of listed buildings are also present within both settlements. A number of the characters in the Rev. W. Awdry's *Railway Stories* (Thomas the Tank Engine books) were inspired by the Wisbech & Upwell Tramway's stock.	Medium
Recreation value	There are no long distance walking or cycling routes within LCA D3. Reference to the interactive map of Public Rights of Way throughout Norfolk[4] indicates a small number of designated PRoWs within this landscape, primarily concentrated to the west of the settlements. Some of these route form part of the promoted Outwell and Upwell Walk[5] whilst the old course of the River Nene provides opportunities for pleasure craft (generally long boats).	Medium
Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes that "*A strong sense of tranquillity is notable throughout the entire area, despite the presence of busy transport corridors such as the A1101 and the A1122*". These routes follow the natural course of the waterways through the LCA and the presence of built form either side of the routes reduces their visual or aural influence from within the wider landscape. The presence of water is a recognised contributor to tranquillity levels.	Medium
Overall value	The landscape is undesignated, and criteria range from 'High' (condition, scenic quality and rarity) to 'Medium' (designations, conservation interests, recreation value and perceptual aspects). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development		N/A
Visual characteristics: The settlement pattern although linear, largely faces inwards towards the watercourses which forms a quintessential part of the character of this LCA. This creates an enclosed, inward facing core whilst outward views are sometimes filtered by mature trees present within gardens and along the settlement edge of by orchards. From elsewhere within the LCA, primarily along its northern fringes, views are more open and expansive across the surrounding flat arable fields in which the wind turbines within the Stags Holt/Coldham Wind Farm are prominent features to the west/south-west. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are moderate across this LCA.		Medium
Perceptual characteristics: Traffic along the A1101 and the A1122 generates some movement and audible disruption although the influence is generally localised and contained by the adjacent linear pattern of built form and proximity to water, which is a recognised contributor to perceptions of		Medium

[5] Available online at 'explorewestnorfolk'.

tranquillity. Whilst the strong sense of time depth may be susceptible to the presence of large-scale development, the baseline large-scale infrastructure in adjacent landscapes indicates some capacity to accommodate larger scale infrastructure in an outlying LCA. The main transport routes through and settlement within this compact LCA reduces levels of remoteness.				
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.			**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.8 Landscape sensitivity assessment for LCA: E1 - Tilney All Saints

LCA: E1 - Tilney All Saints		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT E: the Fens – Open Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the large-scale, predominantly open strong geometric landscape pattern of arable fields, divided by the regular network of drainage ditches and strengthen/enhance the hedgerow network, where gappy and fragmented.	Medium
Landscape condition and intactness	The landscape generally has a strong sense of place, as a result of the strong geometric and linear landscape pattern and large open skies. Field boundaries are typically intact and landscape condition is generally good.	Medium
Scenic quality	This is a landscape of moderate or 'ordinary' aesthetic appeal. Views are typically open and panoramic across a rural landscape whilst the extant assessments notes that "*Prominent vertical elements such as communication masts, orchards (both within the character area and looking across adjacent areas) and rows of poplar trees draw the eye in this large-scale continuous landscape*." [3]	Medium
Rarity and representativeness	This LCA forms part of the wider The Fens – Open Inland Marshes LCT and shares many attributes in common with this and the adjacent Fen landscapes. The LCA possess features that are common and not rare.	Low
Conservation interest and associations	In terms of nature conservation designations, a single small SSSI lies within LCA E1. Islington Heronry is a small, isolated stand of mature oaks surrounded by fenland which supports the largest colony of Grey Herons in Norfolk. A small number of listed buildings are present in the landscape.	Low
Recreation value	A section of NCR 1 passes along the southern and eastern boundaries of the LCA. Reference to the interactive map of Public Rights of Way throughout Norfolk[4] indicates a moderate number of designated PRoWs to the south of the A47 although routes are absent elsewhere within the LCA.	Medium
Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes this landscape as possessing a generally undisturbed, undeveloped character and related moderate to strong sense of remoteness and tranquillity. The rural landscape and proximity to the River Great Ouse are likely to contribute to higher levels of tranquillity although elsewhere within this LCA,	Medium

	tranquillity levels will be influenced by the visual and audible presence of traffic along the busy A47 and A17 which pass through the LCA and the visual influence of pylons, all of which are recognised detractors from tranquillity.	
Overall value	The landscape is undesignated, and criteria range from 'Medium' 'Medium' (designations, condition, scenic quality, recreation value and perceptual aspects) to 'Low' (rarity and conservation interests). The overall value is assessed as 'Medium'.	**Medium**

Susceptibility commentary (to the type of development proposed)	**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development .	N/A
Visual characteristics: This LCA possesses wide open views and high levels of intervisibility with surrounding landscapes which is recognised though a specific *Landscape Planning Guideline* set out in the extant assessment for LCA E1 which seeks to "*ensure the sensitive location of development involving tall structures (such as telecommunications masts and wind turbines for example) in relation to prominent skyline locations both within the character area and within adjacent character areas*" [3]. Whilst this may indicate higher levels of visual susceptibility, the skyline within views looking towards the more developed surrounding landscape character areas (in Type D – Settled Inland Fens) and importantly, in the direction of the Proposed Development (i.e., across LCAs D3 and D4), has a cluttered appearance due to the presence of a number of vertical elements which cross these landscapes. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are low across the southern half of this LCA increasing to moderate along the A47 corridor due to highway lighting.	Medium
Perceptual characteristics: This is a landscape which displays some visual contributors to tranquillity (i.e., presence of natural features and proximity to water) but also features recognised visual and audible detractors from tranquillity associated with traffic on the busy A47 and A17 and the power lines which traverse both this and adjacent LCAs. The absence of any sizeable settlements contributes to perceptions of remoteness, however, there are visual signs of existing larger scale infrastructure which indicates some capacity to accommodate the type of development proposed in an outlying LCA.	Medium
Overall susceptibility The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:

The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.9 Landscape sensitivity assessment for LCA: E2 - Saddlebow and Wormegay

LCA: E2 - Saddlebow and Wormegay		
LVIA photographic viewpoint locations within the LCA: VP29		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT E: the Fens – Open Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the large-scale, predominantly open strong geometric landscape pattern of arable fields, divided by the regular network of drainage ditches and strengthen/enhance the hedgerow network, where gappy and fragmented.	Medium
Landscape condition and intactness	LCA E2 has an intact and recognisable fenland character of open skies and flat farmed geometric fields. Overall landscape condition is considered to be moderate.	Medium
Scenic quality	The landscape displays a moderate or 'pleasant' scenic quality by virtue of the combination of "*distinctive combinations of traditional building materials*" [3] within small settlements which add to a recognisable sense of place, which is counterbalanced by the extensive, flat and intensively, managed arable fields, and occasional intrusive larger-scale infrastructure.	Medium
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with the wider The Fens – Open Inland Marshes LCT and adjacent fen landscapes. It is not a rare landscape type and no rare landscape features are present.	Low
Conservation interest and associations	There are no nature conservation designations within LCA E2. A small number of listed buildings are present at Wiggenhall St Germans.	Low
Recreation value	Two long distance promoted footpaths coincide within the western boundary of this LCA. The Fen Rivers Way and Ouse Valley Way follow the banks of the River Great Ouse whilst a section of NCR 1 also traverses the landscape within the northern part of LCA E2. Beyond these promoted routes there is a generally sparse network of PRoWs as indicated on the interactive map of Public Rights of Way throughout Norfolk[4].	High

Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes that "*A strong sense of tranquillity exists throughout the area, especially where the riverbanks create a more enclosed landscape*." Generally high levels of naturalness are present across this rural fenland landscape which, together with the proximity to the watercourses which run along the length of the western boundary, are recognised contributors to higher levels of tranquillity. The sparse settlement pattern comprising several hamlets and dispersed farmsteads, connected by a system of narrow rural roads results in higher perceptions of remoteness, diluted slightly at the southern end due to the proximity to Downham Market. Amongst the few detractors from tranquillity present within the LCA is the visual intrusion of the overhead line and the brief, periodic audible influence of trains along the railway.	High to Medium
Overall value	The landscape is undesignated, and criteria range from 'High' (recreational value and perceptual aspects) through 'Medium' (designations, landscape condition and intactness and scenic quality) to 'Low' (rarity/representativeness and conservation interest/ associations). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes that the "*Strong sense of openness within views towards (adjacent) Open Inland Marshes*" is an inherent sensitivity of this LCA. The extant assessment also provides *Landscape Planning Guidelines* which "*Seek to ensure the sensitive location of development involving tall structures (such as telecommunications masts and wind turbines for example) in relation to prominent skyline locations both within the character area and within adjacent character areas*"[3]. This indicates a landscape with higher levels of intervisibility with surrounding landscapes and potential increased visual susceptibility. However, this is also a landscape where some levels of enclosure can be found close to the banks of the River Great Ouse which limit views westwards and where some visual intrusion from larger scale man made elements is already part of the baseline (the pylons which cross the landscape and King's Lynn Power Station). Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are typically low throughout this LCA, increasing locally close to the settlements of Wattlington, Stowbridge and Wiggenhall St Germans. Radiance levels are also higher towards the southern edge of the LCA influenced by higher levels of lighting within Downham Market.		Medium
Perceptual characteristics: The *Landscape Planning Guidelines* for LCA E2 in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] seek to **"***conserve the generally undeveloped, rural character of the area and related strong sense of remoteness and tranquillity.***"** Whilst this is a landscape which displays visual and aural contributors to tranquillity (i.e., presence of natural features within a typically rural landscape and proximity to water) it also features occasional recognised visual and audible detractors including the power lines which traverse the landscape and the rail corridor. Perceptions of tranquillity and remoteness within the northern part of the LCA within the LVIA Study Area are also influenced by the visual presence of large-scale infrastructure on the southern edge of King's Lynn (the King's Lynn Power Station) just beyond the boundary of the LCA, which indicates some capacity to accommodate the type of development		High to Medium

proposed in an outlying LCA. With increasing separation distance from Downham Market to the south and King's Lynn to the north, the absence of any sizeable settlements or busy road corridors elsewhere within LCA E2 contributes to perceptions of remoteness, naturalness and tranquillity.

Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.10 Landscape sensitivity assessment for LCA: E3 - Wiggenhall St. Mary

LCA: E3 - Wiggenhall St. Mary		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT E: the Fens – Open Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the large-scale, predominantly open strong geometric landscape pattern of arable fields, divided by the regular network of drainage ditches and strengthen/enhance the hedgerow network, where gappy and fragmented.	Medium
Landscape condition and intactness	LCA E3 has an intact and recognisable fenland character with a strong sense of openness and continuity throughout the area. Overall landscape condition is considered to be moderate.	Medium
Scenic quality	The landscape displays a moderate or 'pleasant' scenic quality by virtue of the combination of "*distinctive combinations of traditional building materials*" within small settlements and where "*village churches form prominent landmarks in an otherwise very flat and horizontal landscape*", which is counterbalanced by the extensive, flat and intensively, managed arable fields. There are a small number of detracting features in views including the pylons which cross the neighbouring LCA E4 which appear as small-scale background vertical features, communications masts and six turbines (21.5m to blade tip) which are location at Bodger Farm just beyond the south-western boundary of this LCA. The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] reports that the "*skyline appears cluttered in places due to various buildings lining roads both within the area and adjacent character areas*."	Medium
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with the wider The Fens – Open Inland Marshes LCT and adjacent fen landscapes. It is not a rare landscape type or considered to be a particularly important example of a fenland landscape and no rare landscape features are present.	Low
Conservation interest and associations	In terms of heritage assets, a small number of listed buildings are present within the hamlets of Wiggenhall St. Mary The Virgin, Wiggenhall St. Germans and Wiggenhall St. Mary Magdalen. With regard to nature conservation, the Wiggenhall St. Germans SSSI comprises a small site located to the west of the settlement.	Low
Recreation value	A short section of NCR1 passes through the northern part of this LCA. Elsewhere, a moderate density of PRoWs is present including a restricted byway which follows the western bank of the	Medium

	River Great Ouse, footpaths which follow both banks of the Middle Level Main Drain which bisects LCA E3 and footpaths concentrated in the vicinity of the settlements as indicated on the interactive map of Public Rights of Way throughout Norfolk[4].	
Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] cites a "*relatively strong sense of tranquillity throughout the area*". There are few detractors from tranquillity within LCA E3 whilst the general absence of a distinct road network, particularly within the southern part of the LCA means that perceptions of remoteness are likely to be high. Levels of tranquillity and remoteness will be lower towards the northern extent of the LCA where "*settlement, with its associated noise and intrusion*" is concentrated. Strong perceptions of naturalness are likely to be diluted by the raised banks of the River Great Ouse and the overtly straight Middle Level Main Drain which emphasises the manmade nature of the landscape.	High to Medium
Overall value	The landscape is undesignated, and criteria range from 'High to Medium' (perceptual aspects) through 'Medium' (designations, landscape condition and intactness, recreational value and scenic quality) to 'Low' (rarity/representativeness and conservation interest/ associations). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development		N/A
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] provides *Landscape Planning Guidelines* which "*Seek to limit development in prominent skyline locations both within the character area and within adjacent character areas*". This indicates a landscape with higher levels of intervisibility with surrounding landscapes and potentially increased visual susceptibility. However, views across the neighbouring fen landscapes already contain vertical features as part of the baseline including pylons and small (circa 20m to blade tip) turbines associated with farmsteads with the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] reporting that the "*skyline appears cluttered in places".* The extant assessment also seeks to *"conserve open views across the area and towards the village churches"* although the location of these features in the far northern and eastern extents of the LCA means that there are unlikely to feature in views westwards towards the Proposed Development. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are typically low throughout this LCA, increasing slightly within the northern fringes close to the settlements.		Medium
Perceptual characteristics: The *Landscape Planning Guidelines* for LCA E3 in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] seek to **"***conserve the generally undeveloped, rural character of the area and related strong sense of remoteness and tranquillity.***"** This is a landscape which displays visual and aural contributors to tranquillity (i.e., presence of natural features within a typically rural landscape and proximity to water) with generally few recognised visual and audible detractors Perceptions of tranquillity and remoteness are likely to be lower within the northern and eastern fringes of the LCA due to the presence of settlements and road network.		High to Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		Susceptibility		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.11 Landscape sensitivity assessment for LCA: E4 - Marshland St. James

LCA: E4 - Marshland St. James		
LVIA photographic viewpoint locations within the LCA: VP24		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT E: the Fens – Open Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the large-scale, predominantly open strong geometric landscape pattern of arable fields, divided by the regular network of drainage ditches and strengthen/enhance the hedgerow network, where gappy and fragmented.	Medium
Landscape condition and intactness	LCA E4 has an intact and recognisable fenland character with a strong sense of openness within this large-scale, low-lying landscape which comprises predominantly intensively managed arable farmland. Overall landscape condition is considered to be moderate.	Medium
Scenic quality	The landscape displays a moderate or 'pleasant' scenic quality. There are a small number of detracting features in views including the pylons which crosses the arable landscape which rise above the horizon and provide a strong vertical contrast with the horizontal landform as shown in the baseline photograph for Viewpoint 24 (**Figure 9.15xxiv (Volume 6.3)**). The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] reports that "*clutter on the horizon is mainly associated with adjacent more settled landscape character areas*."	Medium
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with the wider The Fens – Open Inland Marshes LCT and adjacent fen landscapes. It is not a rare landscape type or considered to be a particularly important example of a fenland landscape and no rare landscape features are present.	Low

Conservation interest and associations	There are no nature conservation designations within LCA E4. Heritage assets comprise a small number of listed buildings.	Low
Recreation value	There are no long distance promoted walking or cycling routes within LCA E4. Whilst both banks of the Middle Level Main Drain are accessible via footpaths, elsewhere within the LCA, there are very few PRoWs.	Low
Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] cites a "*Very strong sense of tranquillity throughout the area*". Visual and audible detractors from tranquillity within LCA E4 are predominantly associated with the overhead lines and the sound of traffic along the A1122 which crosses the area and is likely to locally disrupt the sense of tranquillity within the LCA . The general absence of settlement and a distinct road network means that perceptions of remoteness are high. Strong perceptions of naturalness are likely to be diluted by the overtly straight Middle Level Main Drain which together with the often very straight roads and dense geometric network of drainage channels create a "*a very regular manmade landscape*."[3]	High to Medium
Overall value	The landscape is undesignated, and criteria range from 'High to Medium' (perceptual aspects) through 'Medium' (designations, landscape condition and intactness and scenic quality) to 'Low' (rarity/representativeness, recreational value and conservation interest/ associations). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] provides *Landscape Planning Guidelines* which "*Seek to limit development in prominent skyline locations both within the character area and within adjacent character areas*". This indicates a landscape with higher levels of intervisibility with surrounding landscapes and potentially increased visual susceptibility. However, this is counterbalanced by the existing presence of tall vertical features in westerly or north-westerly views (i.e., towards the EfW CHP Facility Site) in the form of the overhead lines and associated pylons which cross the western part of the LCA. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are low throughout this LCA.		Medium
Perceptual characteristics: The *Landscape Planning Guidelines* for LCA E4 in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] seek to **"***conserve the generally undeveloped, rural character of the area and related strong sense of remoteness and tranquillity.***"** This is a landscape which displays recognised visual and aural contributors to tranquillity (i.e., presence of natural features within a typically rural landscape and proximity to water) with generally few recognised visual and audible detractors (the overhead line and traffic along the A1122).		High to Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**
Overall sensitivity	**Susceptibility**	

		High	Medium	Low
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.12 Landscape sensitivity assessment for LCA: E5 - Downham West

LCA: E5 - Downham West		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT E: the Fens – Open Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the large-scale, predominantly open strong geometric landscape pattern of arable fields, divided by the regular network of drainage ditches and strengthen/enhance the hedgerow network, where gappy and fragmented.	Medium
Landscape condition and intactness	LCA E5 has an intact and recognisable fenland character with a strong sense of openness within this large-scale, low-lying landscape which comprises predominantly intensively managed arable farmland. Overall landscape condition is considered to be moderate.	Medium
Scenic quality	The landscape displays a moderate or 'pleasant' scenic quality. The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] reports that "*Views are mostly panoramic throughout the area with little or no vegetation causing visual obstruction, but the horizon often appears cluttered, especially within views towards Downham Market and more settled types and areas in the east. Rows of communication masts cutting across the fields provide prominent landscape elements, contrasting strongly with the strikingly horizontal plane of this geometric manmade landscape*." Small boats and barges which moor along the banks of the Well Creek at Nordelph add visual interest.	Medium
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with the wider The Fens – Open Inland Marshes LCT and adjacent fen landscapes. It is not a rare landscape type or considered to be a particularly important example of a fenland landscape and no rare landscape features are present.	Low

Conservation interest and associations	In terms of nature conservation designations, a narrow spur of the Ouse Washes SSSI/SAC/Ramsar site extends into LCA E5, coinciding with the course of the Old Bedford River which forms the southern boundary of the LCA. Heritage designations comprise a single listed building is present comprising the Salters Lode War Memorial. A small part of the Nordelph Conservation Area also coincides with the LCA, the special character of which "*relates to its position beside water - focusing on Well Creek and its waterside vegetation*[6]"	Medium
Recreation value	There are no long distance walking or cycling routes within LCA E5. Reference to the interactive map of Public Rights of Way throughout Norfolk[4] indicates a moderate number of designated PRoWs within this relatively compact LCA, primarily routed along the banks of the watercourses (the River Great Ouse, Well Creek and Old Bedford River) as well as crossing the fen landscape between the watercourses and Barroway Drove.	Medium
Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] cites the "*Sense of tranquillity varies throughout the area, largely depending on proximity to busy transport corridors*". Visual and audible detractors from tranquillity within LCA E5 are predominantly associated with the traffic along the A1122 which passes through the southern periphery of the LCA. The influence of traffic is also noted in the Nordelph Conservation Area Character Statement which states "*This peaceful character contrasts with the noise from traffic on the busy roads which run alongside the Creek; much used by large lorries*.[6]". Away from the A1122, the general absence of settlement means that perceptions of remoteness are high. Strong perceptions of naturalness are likely to be diluted by the dense regular network of dykes and ditches which delineates the generally geometric arable fields to create a "*geometric manmade landscape*."[3]	High to Medium
Overall value	The landscape is undesignated, and criteria range from 'High to Medium' (perceptual aspects) through 'Medium' (designations, landscape condition and intactness, recreational value, conservation interest/ associations and scenic quality) to 'Low' (rarity/representativeness,). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] provides *Landscape Planning Guidelines* which "*Seek to limit development in prominent skyline locations both within the character area and within adjacent character areas*". This indicates a landscape with higher levels of intervisibility with surrounding landscapes and potentially increased visual susceptibility. However, this is counterbalanced by the existing presence of tall vertical features in westerly views (i.e., towards the EfW CHP Facility Site) in the form of the overhead lines and associated pylons which cross the neighbouring LCA E4. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light**	Medium

[6] Borough of King's Lynn & West Norfolk. (2009) *Nordelph Conservation Area Character Statement*. [online].

pollution levels within LVIA Study Area (Volume 6.3) indicates radiance levels are low throughout this LCA.		
Perceptual characteristics: The *Landscape Planning Guidelines* for LCA E5 in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] seek to **"***conserve the generally undeveloped, rural character of the area and related strong sense of remoteness and tranquillity.***"** This is a landscape which displays recognised visual and aural contributors to tranquillity (i.e., presence of natural features within a typically rural landscape and proximity to water) although traffic along the A1122 (a recognised audible detractor) is noted in both the extant Character Assessment and Nordelph Conservation Area Character Statement.		High to Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.13 Landscape sensitivity assessment for LCA: E6 - Hilgay Fen

LCA: E6 - Hilgay Fen		
LVIA photographic viewpoint locations within the LCA: VP28		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT E: the Fens – Open Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the large-scale, predominantly open strong geometric landscape pattern of arable fields, divided by the regular network of drainage ditches and strengthen/enhance the hedgerow network, where gappy and fragmented.	Medium
Landscape condition and intactness	LCA E6 has an intact and recognisable fenland character with a strong sense of openness within this large-scale, large-scale fen landscape encompassing very large tracts of mainly arable farmland with a large area of wetland habitat also present. The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] cites the "*Coherent and recognisable scarce*	High

	settlement and communication pattern" and "*Strong recognisable sense of place*" as being inherent sensitivities of the LCA.	
Scenic quality	The landscape displays a moderate or 'pleasant' scenic quality. The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] records that "*Rows of pylons occur within views in some directions, detracting slightly from the horizontal character of the area*". Whilst there are few other visual detractors within this LCA, like much of the fenland landscape the continuous, intensively farmed geometric fields can appear somewhat monotonous in places although the banks of the Old and the New Bedford River are raised elements within the flat plane of the surrounding landscape and bring some visual diversity.	Medium
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with the wider The Fens – Open Inland Marshes LCT and adjacent fen landscapes. It is not a rare landscape type. However, the LCA does contain an important example of wetland habitat which is nationally recognised for breeding and migrating birds.	High
Conservation interest and associations	The Ouse Washes SSSI/SPA/Ramsar Site lies between the Old and New Bedford Rivers whilst the Ouse Washes SCA also covers the watercourses and are nationally important wetland reserve for breeding and migrating birds. Heritage assets comprise a small part of the Nordelph Conservation Area coincides with this LCA and a limited number of listed buildings are also present within LCA E6.	High
Recreation value	National Cycle Route 11 crosses Hilgay Fen whilst the promoted Ouse Valley Way/Fen Rivers Way follows the western bank of the River Great Ouse close to the eastern edge of the LCA. Reference to the interactive map of Public Rights of Way throughout Norfolk[4] indicates a moderate number of designated PRoWs primarily routed along the banks of the Old and New Bedford Rivers. The Welney Wetland Centre provides car parking and visitors centre overlooking the Ouse Washes.	High
Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] cites the "*The very strong sense of tranquillity throughout the area brought about by the lack of both communication and settlement pattern, adds to the strong sense of place.*". With the exception of the pylons which cross Hilgay and Upwell Fens and the A1101 which follows the western boundary of the LCA, there are very few visual and audible detractors from tranquillity within LCA E6. The general absence of settlement and roads means that perceptions of remoteness are high. Strong perceptions of naturalness are likely to be diluted by the overtly straight and artificial nature of the Old and New Bedford Rivers and their associated banks and by the dense network of drainage distiches which cross the landscape.	High to Medium
Overall value	The landscape is undesignated, and criteria range from 'High' (landscape condition and intactness, rarity/representativeness, recreational value and conservation interest/ associations) through to 'High to Medium' (perceptual aspects) to 'Medium'	**High**

	(designations and scenic quality). The overall value is assessed as High.	
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] provides *Landscape Planning Guidelines* which "*Seek to limit development in prominent skyline locations both within the character area and within adjacent character areas*". This indicates a landscape with higher levels of intervisibility with surrounding landscapes and potentially increased visual susceptibility. However, this is counterbalanced by the existing presence of tall vertical features in westerly views (i.e., towards the EfW CHP Facility Site) in the form of the overhead lines and associated pylons which cross the Hilgay and Upwell Fens and which are locally prominent features. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are low to very low throughout this LCA.		Medium
Perceptual characteristics: The *Landscape Planning Guidelines* for LCA E6 in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] seek to **"***conserve the generally undeveloped, rural character of the area and related strong sense of remoteness and tranquillity.***"** This is a landscape which displays very few recognised visual and aural detractors from tranquillity with the exception of the pylons which cross the landscape and some localised audible disturbance from traffic on the A1101, a busy road corridor which follows the western boundary of the LCA. Elsewhere, the absence of settlement, roads and the proximity to water and wetland habitat contribute to the "*Very strong sense of tranquillity*" [3].		High to Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	**High**	Medium
	Medium	High	Medium	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'High'. The overall susceptibility is judged to be 'Medium' indicating a '**High'** overall sensitivity.

Table 9E.14 Landscape sensitivity assessment for LCA: E7 - Welney River

LCA: E7 - Welney River		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT E: the Fens – Open Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the large-scale, predominantly open strong geometric landscape pattern of arable fields, divided by the regular network of drainage ditches and strengthen/enhance the hedgerow network, where gappy and fragmented.	Medium
Landscape condition and intactness	LCA E7 has an intact and recognisable fenland character which encompasses mainly intensively managed farmland and a small proportion of wetland habitat in the southern part of the LCA. Overall landscape condition is considered to be moderate.	Medium
Scenic quality	The landscape displays a moderate or 'pleasant' scenic quality. The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] records that "*The linear arrangement of settlement within the area and surrounding landscape give the horizon a cluttered appearance within most views throughout the area and from adjacent areas".*	Medium
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with the wider The Fens – Open Inland Marshes LCT and adjacent fen landscapes. It is not a rare landscape type. However, the LCA does contain an important example of wetland habitat which is nationally recognised for breeding and migrating birds.	High
Conservation interest and associations	The Ouse Washes SSSI/SPA/Ramsar Site lies between the Old and New Bedford Rivers in the southern part of the LCA whilst the Ouse Washes SCA also covers the watercourses and are nationally important wetland reserve for breeding and migrating birds. Heritage assets comprise a single listed building is present at Welney within the LCA E7.	High
Recreation value	The promoted footpath the Hereward Way passes through this LCA. A small number of PRoWs are also present around Welney and along the banks of the Old and New Bedford Rivers as indicated by the interactive map of Public Rights of Way throughout Norfolk[4].	High
Perceptual aspects	This is a generally narrow LCA and the visual and audible disturbance of the traffic corridors including the B1094, B1100 and the A1101 (which is recorded in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] as being "*a constant source of movement*") is likely to be perceived from at least a	Medium

	moderate proportion of the LCA. The presence of these roads and settlement at Tipps End and Welney within the southern part of the LCA means that levels of remoteness are likely to be lower whilst perceptions of naturalness are likely to be diluted by the overtly straight and artificial nature of the Old and New Bedford Rivers and their associated banks and by the dense network of drainage distiches which cross the landscape.	
Overall value	The landscape is undesignated, and criteria range from 'High' (rarity/representativeness, recreational value and conservation interest/ associations) through to 'Medium' (perceptual aspects, designations and scenic quality). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] provides *Landscape Planning Guidelines* which "*Seek to limit development in prominent skyline locations both within the character area and within adjacent character areas*". This indicates a landscape with higher levels of intervisibility with surrounding landscapes and potentially increased visual susceptibility. In contrast to many of the other LCAs/LCTs within the Study Area, this is a LCA which is not traversed by steel lattice pylons although smaller scale telegraph poles are locally prominent elements whilst existing wind turbines at Coldham/Stag's Holt in the neighbouring The Fens LCA also have a visual presence in views from within LCA E7. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are low throughout this LCA.		Medium
Perceptual characteristics: The *Landscape Planning Guidelines* for LCA E5 in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] seek to **"***conserve the generally undeveloped, rural character of the area and related strong sense of remoteness and tranquillity.***"** This is a landscape which displays some recognised visual and aural detractors from tranquillity including traffic along the B1094, B1100 and the A1101 (which is recorded in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] as being "*a constant source of movement*"), whilst elsewhere, the proximity to water and wetland habitat are recognised contributors to tranquillity.		Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:

The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.15 Landscape sensitivity assessment for LCA: E8 - Denver Sluice

LCA: E8 - Denver Sluice		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT E: the Fens – Open Inland Marshes, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the large-scale, predominantly open strong geometric landscape pattern of arable fields, divided by the regular network of drainage ditches and strengthen/enhance the hedgerow network, where gappy and fragmented.	Medium
Landscape condition and intactness	LCA E8 has an intact and recognisable fenland character which encompasses fen field pattern and network of drainage ditches and where views of the sluice gate at Denver Sluice and along river and relief channel provide recognisable sense of place. Occasional low hedges are gappy in places.	Medium
Scenic quality	The landscape displays a moderate or 'pleasant' scenic quality. The sluice gates of Denver Sluice are a large-scale engineered feature and form a prominent landmark.	Medium
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with the wider The Fens – Open Inland Marshes LCT and adjacent fen landscapes. It is not a rare landscape type. However, the sluice gates form an important complex for water management across large parts of the surrounding Fens, situated as it is at the confluence of five watercourses.	Medium
Conservation interest and associations	There are no nature or heritage designations within this compact LCA.	Low
Recreation value	A section of National Cycle Route 11 and Ouse Valley Way/Fen Rivers Way pass through LCA E8. Car parking and interpretation is provided close to Denver Sluice. A review of the interactive map of Public Rights of Way throughout Norfolk[4] indicates a small number of local PRoWs including routes which follow Black Bank Dyke and Middle Drove.	High

Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes "*A relatively strong sense of tranquillity*" as a consequence of the scare settlement pattern and absence of major road corridors. Amongst the few detractors from tranquillity present within the LCA is the brief, periodic audible influence of trains along the railway. Perceptions of naturalness are likely to be heavily influenced by the overtly straight and artificial nature of the Relief Channel and the associated banks of both this watercourse, the Cut-off Channel and the River Great Ouse and by the large-scale engineered presence of the Denver Sluice all of which contribute to an overtly managed landscape.	Medium
Overall value	The landscape is undesignated, and criteria range from 'High' (recreational value) through to 'Medium' (rarity/representativeness, perceptual aspects, designations and scenic quality, condition) and 'Low' (conservation interest/ associations). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes that the "*Wide open skies and strong sense of openness within views across the area*" is an inherent sensitivity of this LCA. The extant assessment also provides *Landscape Planning Guidelines* which "*Seek to conserve open, panoramic views across the area…*" and "Consider the visual impact of new development (particularly tall vertical developments) on the open character of the area"[3]. This indicates a landscape with higher levels of intervisibility with surrounding landscapes and potential increased visual susceptibility. However, this is also a landscape where some levels of enclosure can be found close to the banks of the River Great Ouse, Relief Channel and Cut-off Channel which limit views westwards and where larger scale man made elements (the Denver Sluice Complex) are already part of baseline views. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are typically low throughout this LCA although are high to moderate towards the northern part of LCA E8 as a consequence of its proximity to Downham Market.		Medium
Perceptual characteristics: The *Landscape Planning Guidelines* for LCA E8 in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] seek to **"***conserve sense of remoteness and tranquillity where apparent.***"** Whilst this is a landscape which displays visual and aural contributors to tranquillity (i.e., proximity to water and limited presence of settlement and absence of major road networks) it also features occasional recognised visual and audible detractors including the rail corridor. Perceptions of tranquillity and remoteness within the northern part of the LCA within the LVIA Study Area are also influenced by the proximity to Downham Market. The overly man-made and managed nature of the landscape indicates some capacity to accommodate the type of development proposed in an outlying LCA.		Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**
Overall sensitivity	**Susceptibility**	
	High	**Medium**	**Low**

Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.16Landscape sensitivity assessment for LCA: H1 - Stow Bardolph

LCA: H1: Stow Bardolph		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Management Strategy for LCT H: Settled Farmland with Plantations, as set out in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] is to conserve the relatively regular landscape pattern of arable farmland, interspersed with plantations, scattered farm dwellings and small-scale settlements, and enhance field margins and field boundaries.	Medium
Landscape condition and intactness	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes that field boundaries within the LCT are "*inconsistent and gappy in places, denoting a somewhat declining landscape structure*." The simple, predominantly arable farmland is interspersed by a patchwork of regular plantations providing a mature landscape.	Medium
Scenic quality	The landscape displays a moderate or 'pleasant' scenic quality by virtue of the patchwork of arable farmland and rough grassland, interspersed with copses and belts of deciduous, coniferous and mixed plantation woodland and scattered hamlets and small villages. Visual detractors are generally limited.	Medium
Rarity and representativeness	The LCA represents a typical agricultural landscape. It is not a rare landscape type and no rare landscape features are present.	Low
Conservation interest and associations	There are no nature conservation designations within the section of LCA which coincides with the LVIA Study Area. Heritage assets include a Scheduled Monument at Watlington, a conservation area within Wimbotsham and a number of listed buildings within the settlements of Watlington, Runcton Holme and Wimbotsham.	Medium
Recreation value	NCR 11 follows a minor road along the western edge of this LCA. Reference to the interactive map of Public Rights of Way throughout Norfolk[4] indicates a moderate number of designated PRoWs to the around the settlement of Wimbotsham. although	Medium

	routes are absent elsewhere within the LCA. Also present within the LCA is Woodlakes Park, a holiday park with fishing lakes located to the south of Runcton Holme.	
Perceptual aspects	The *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] notes "*A relatively strong sense of tranquillity away from the main road corridors is apparent throughout the area*". The A10 runs north-south close to the section of LCA which coincides with the LVIA Study Area and the noise and movement is likely to locally disrupt tranquillity. The mature landscape structure associated with the trees and woodland contributes to higher perceptions of naturalness whilst the proximity to settlements, including Downham Market, and road network reduces perceptions of remoteness.	Medium
Overall value	The landscape is undesignated, with the majority of criteria assessed as 'Medium' with the exception of a single 'Low' in relation to rarity/representativeness. The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: **T**he *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] describes views across the area are as being "*framed by woodland plantations. The trees and hedges aligning roads in places further add to a sense of enclosure*" indicating a moderate visual susceptibility. The extant assessment also notes that "*Communication masts cut across the fields but due to the presence of other vertical elements are a lot less conspicuous than is the case in the adjacent more open, flat inland marshes*." Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates that radiance levels are moderate within the southern part of the LCA, influenced by light sources within Downham Market and Wimbotsham and also around Watlington to the north but generally low across the intervening rural landscape.		Medium
Perceptual characteristics: The *Landscape Planning Guidelines* for LCA H1 in the *King's Lynn and West Norfolk Borough Landscape Character Assessment*[3] seek to **"***conserve the largely undisturbed and tranquil nature of the area.***"** This is a landscape which displays visual and aural contributors to tranquillity (i.e., presence of natural, mature features/trees within a typically rural landscape) with generally few recognised visual and audible detractors. Perceptions of remoteness are likely to be lower due to the presence of settlements and road network.		Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

2.3 South Holland LCTs

Table 9E.17 Landscape sensitivity assessment for LCT: Peaty Fens

LCT: Peaty Fens		
LVIA photographic viewpoint locations within the LCT: None		
Direct landscape effects: None		**Indirect landscape effects**: EfW CHP Facility
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The *Strategic Landscape Capacity Study for South Holland District Council*[7] does not provide any management strategy.	Medium
Landscape condition and intactness	The *Strategic Landscape Capacity Study for South Holland District Council*[9] records condition as being good. The LCT features a strong and distinctive pattern of long, linear roads and ditches which run almost parallel with each other across the rural landscape.	High
Scenic quality	A landscape of moderate or 'ordinary' aesthetic appeal with wide open views across a typically rural fenland landscape. The extant assessment records "*bland*" under the stimulus criteria, indicating that views may be monotonous across the arable landscape to a "*largely uninterrupted skyline*". A series of pylons cross the landscape within the eastern part of the LCT and are locally prominent vertical features.	Medium
Rarity and representativeness	The LCT represents a typical fenland landscape and shares many attributes that are in common with adjacent fen landscapes within the Study Area. It is not a rare landscape type or considered to be a particularly important example of a fenland landscape and no rare landscape features are present.	Low
Conservation interest and associations	There are no nature conservation designations within this LCT. Heritage designations within the part of the LCT which lies within the LVIA Study Area includes four scheduled monuments and 12 listed buildings.	Medium

[7] South Holland District Council. (2003). Strategic Landscape Capacity Study. [online].

Recreation value	There are no long distance promoted walking or cycling routes within the LCT. Reference to the PRoW interactive mapping for South Holland[8] indicates a small number of local PRoW are present close to the settlements of Gedney Hill and Shepeau Stow.	Low
Perceptual aspects	With the exception of the pylons which cross the landscape to the south and east of Gedney Hill, there are few recognised detractors from tranquillity within this LCT. Whilst the LCT contains a relatively dense network of straight rural lanes, there is an absence of busy A roads and levels of tranquillity and remoteness are likely to be moderately high. Strong perceptions of naturalness are likely to be diluted by the overtly geometric pattern of roads and drainage ditches which run parallel and emphasise human intervention and the manmade nature of the landscape.	Medium
Overall value	The landscape is undesignated, and criteria range from 'High' (landscape condition and intactness) to 'High to Medium' (perceptual aspects), though to Medium (landscape designations, scenic quality and conservation interest and associations to 'Low' (recreation value and rarity/representativeness). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: The flat topography means that intervisibility across adjacent landscapes is high. Whilst views are typically towards a "*largely uninterrupted skyline*", the presence of pylons which cross the landscape within the eastern part of the LCT means that south-easterly views towards the EfW CHP Facility Site often feature existing vertical infrastructure**.** Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are typically low to very low across the LCT within the LVIA Study Area increasing to moderate around Gedney Hill and Holbeach Drove.		High to Medium
Perceptual characteristics: This is a landscape which possesses few recognised detractors from tranquillity with the exception of the pylons which cross the landscape to the south and east of Gedney Hill. An absence of busy A roads and levels of tranquillity and remoteness are likely to be moderately high. Strong perceptions of naturalness are likely to be diluted by the overtly geometric pattern of roads and drainage ditches which run parallel and emphasis the manmade nature of the landscape.		Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**
Overall sensitivity	**Susceptibility**	

[8] https://www.sholland.gov.uk/mapping

		High	Medium	Low
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCT is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

Table 9E.18 Landscape sensitivity assessment for LCT: Settled Fens

LCT: Settled Fens		
LVIA photographic viewpoint locations within the LCT: VP27		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The *Strategic Landscape Capacity Study for South Holland District Council*[9] does not provide any management strategy.	Medium
Landscape condition and intactness	The *Strategic Landscape Capacity Study for South Holland District Council*[9] records condition as being Moderate with urban fringe clutter detracting from the generally well managed agricultural land. The western part of the LCT (west of Sutton St James and south of the B1165) features a distinctive pattern of linear roads and ditches which run almost parallel with each other across the rural landscape and which continue across the neighbouring Peaty Fens LCT to the south.	Medium
Scenic quality	This is a landscape which ranges from a moderate or 'ordinary' aesthetic appeal to a low visual appeal. The *Strategic Landscape Capacity Study for South Holland District Council*[9] notes that the "*main visual detractors are the 400kV and 132kV overhead lines on towers, electricity substations and power stations and urban fringe visual clutter (dominated by light industry and glasshouse horticulture)*" some of which are present in the baseline view from Viewpoint 27. Since the publication of the extant report, the Grange Wind Farm has become operational between Sutton Bridge and Tydd St. Mary and comprises seven turbines with a maximum blade tip height of 127m.	Medium to Low
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with the adjacent fen landscapes. It is not a rare landscape type or considered to be a particularly important example of a fenland landscape and no rare landscape features are present.	Low

[9] South Holland District Council. (2003). Strategic Landscape Capacity Study. [online].

Conservation interest and associations	A single nature conservation designation lies within the LCA within the LVIA Study Area at Long Sutton (The Shrubberies Local Nature Reserve). Conservation areas are present within the settlements of Tyde St Mary, Tyde Gote and Long Sutton associated with the high concentration of listed buildings. Listed buildings are also present within other settlements and within the intervening landscape. Five schedule monuments are also present within the proportion of Settled Fens LCT which lies within the Study Area.	Medium
Recreation value	Long distance promoted routes which pass through this LCA are NCR 1, which follows the minor roads to the south of the A17 and the Nene Way. Beyond these promoted routes, reference to the PRoW interactive mapping for South Holland[8] indicates a moderate density of local PRoWs in close proximity to settlements and following the banks of the South Holland Main Drain.	High
Perceptual aspects	The *Strategic Landscape Capacity Study for South Holland District Council*[9] describes this LCT as "*active*" under the remoteness indicator. There are a number of recognised visual and audible detractors from tranquillity within LCT including the overhead lines and the sound of traffic along the A17 and A1101 along with the presence of large-scale infrastructure (the Sutton Bridge Power Station).	Low
Overall value	The landscape is undesignated, and criteria range from 'High' (recreational value) through 'Medium' (designations, landscape condition and intactness and conservation interest/ associations), 'Medium to Low' (scenic quality) to 'Low' (perceptual aspects and rarity/representativeness). The overall value is assessed as Medium.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.		N/A
Visual characteristics: This LCT features a variety of visual characteristics. The extant assessment notes that "*Church spires and towers often rise above the mature vegetation to provide prominent landmark features*", suggestive of a higher visual susceptibility. However, this is counterbalanced by views which "*are restricted or foreshortened by shelterbelts and woodland or mature hedgerows. This contributes to a sense of enclosure with a more open feel between settlements*." [9] Visual intrusion from large-scale infrastructures including overhead lines, the Sutton Bridge Power Station and Grange Wind Farm is already present whilst reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates high to moderate levels of radiance around Sutton Bridge and Long Sutton, decreasing to lower levels associated with the more rural landscape within the western part of the LCT within the Study Area.		Medium to Low
Perceptual characteristics: This is a landscape which displays some visual and aural contributors to tranquillity primarily concentrated to the west (i.e., presence of natural features within a typically rural landscape) but also features a higher proportion of recognised visual and audible detractors from tranquillity including the busy transport corridors of the A17 and A1101 (with its visual, noise and movement intrusion), and larger scale infrastructure of the overhead lines, power station and wind turbines. The high proportion of settlements and transport networks indicates that perceptions of remoteness are likely to be low, which is		Low

supported by the description of "*active*" under the remoteness indicator in the *Strategic Landscape Capacity Study for South Holland District Council*[9].				
Overall susceptibility	The visual and perceptual characteristics indicate a 'Low' overall susceptibility.			**Low**
Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	**Low**
	Low	Medium	Low	Low
Overall Sensitivity to proposed development: The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Low' indicating a '**Low'** overall sensitivity.				

2.4 Peterborough LCA

Table 9E.19 Landscape sensitivity assessment for LCA: 4 - Peterborough Fens

LCA: 4 - Peterborough Fens (sub-area 4a Bedford North Level)		
LVIA photographic viewpoint locations within the LCA: None		
Direct landscape effects: None	**Indirect landscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Landscape designations	This is an 'ordinary' landscape with no national or local landscape designation. The Landscape Strategy as set out in the *Landscape Character Assessment for Peterborough City Council*[10] is to conserve and restore and seeks to ensure "*that the open nature of the landscape is safeguarded from inappropriate elements and development*".	Medium
Landscape condition and intactness	The *Landscape Character Assessment for Peterborough City Council*[10] cites the condition of sub-area 4a Bedford North Level as "*Moderate*" although it has a strong character by virtue of the flat, open nature of this landscape, with its rectilinear drainage pattern and relative lack of vegetation.	High to Medium
Scenic quality	A landscape of moderate or 'ordinary' aesthetic appeal with wide open views across a typically rural fenland landscape. The *Landscape Character Assessment for Peterborough City Council*[10] records the visual characteristics as "*The flat landform allows extensive views within and beyond the area meaning landmarks and visual detractors on the eastern edge of Peterborough and also outside the authority, such as the brick*	Medium

[10] Peterborough City Council. (2007). Landscape Character Assessment for Peterborough City Council. [online].

	chimneys at Whittlesey and wind turbines to the east and north of the district are often visible from a great distance." Since the publication of the extant assessment in 2007, the 13 turbine Wryde Croft Wind Farm (100m to blade tip) is now operational along the eastern edge of this LCA. Other larger scale visual components include the overhead line and associated pylons which cross Morris Fen and North Fen.	
Rarity and representativeness	The LCA represents a typical fenland landscape and shares many attributes that are in common with adjacent fen landscapes within the Study Area. It is not a rare landscape type or considered to be a particularly important example of a fenland landscape and no rare landscape features are present.	Low
Conservation interest and associations	There are no nature conservation designations within this LCA. Heritage designations within the part of the LCA which lies within the LVIA Study Area includes two scheduled monuments and two listed buildings.	Medium
Recreation value	There are no long distance promoted walking or cycling routes within this LCA. The local PRoW network is also very limited and restricted to two lengths of footpath as shown on Peterborough City Council's Rights of Way interactive map[11]	Low
Perceptual aspects	Perceptions of tranquillity vary across this LCA and are dependent on proximity to the busy transport corridor of the A47 (with its visual, noise and movement intrusion), with the *Landscape Character Assessment for Peterborough City Council*[10] noting that "*The only major road through the area is the A47, which bisects it and creates localised disturbance to the landscape, particularly around the Thorney bypass. Other roads are more rural in character and have relatively little traffic on them, creating a quiet and peaceful landscape*". Other recognised visual detractors from tranquillity within this LCA are associated with the overhead lines which cross the landscape. Open views of natural features within this rural landscape are contributors to tranquillity whilst the general absence of settlement and sparse road network beyond the A47 means that perceptions of remoteness are generally high. Strong perceptions of naturalness are likely to be diluted slightly by rectilinear field pattern which reflects the artificial drainage pattern and the presence of large-scale and overtly man-made features (pylons and wind turbines).	High to Medium
Overall value	The landscape is undesignated, and criteria range from 'High to Medium' (landscape condition/intactness and perceptual aspects) through 'Medium' (designations, scenic quality, and conservation interest/associations) to 'Low' (recreational value and rarity/representativeness). The overall value is assessed as Medium.	**Medium**

[11] See Peterborough.gov.uk website transport and streets.

Susceptibility commentary (to the type of development proposed)	Susceptibility
Physical characteristics: There would be no physical changes to this LCA as a result of the Proposed Development.	N/A
Visual characteristics: The flat topography means that intervisibility across adjacent landscapes is high. However, this is counterbalanced by the presence of existing large-scale infrastructure within this LCA which reduces the susceptibility to the type of development proposed in an outlying LCA. Reference to CPRE's *Night-Blight Mapping* shown in **Figure 9.8 Comparative light pollution levels within LVIA Study Area (Volume 6.3)** indicates radiance levels are low across the LCA within the LVIA Study Area increasing locally to moderate around the A47/B1167 road junction and within the far western periphery of the Study Area with influences from domestic and highway lighting within Thorney.	Medium
Perceptual characteristics: This is a landscape which displays visual and aural contributors to tranquillity (i.e., the presence of natural features within a typically rural landscape) but also features recognised visual and audible detractors from tranquillity including the busy transport corridor of the A47 (with its visual, noise and movement intrusion), and larger scale infrastructure of the overhead lines and wind turbines. This existing presence of large-scale infrastructure indicates a landscape with some development capacity to the type of development proposed within an outlying LCA.	Medium
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium' overall susceptibility.	**Medium**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	**Medium**	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this LCA is 'Medium'. The overall susceptibility is judged to be 'Medium' indicating a '**Medium'** overall sensitivity.

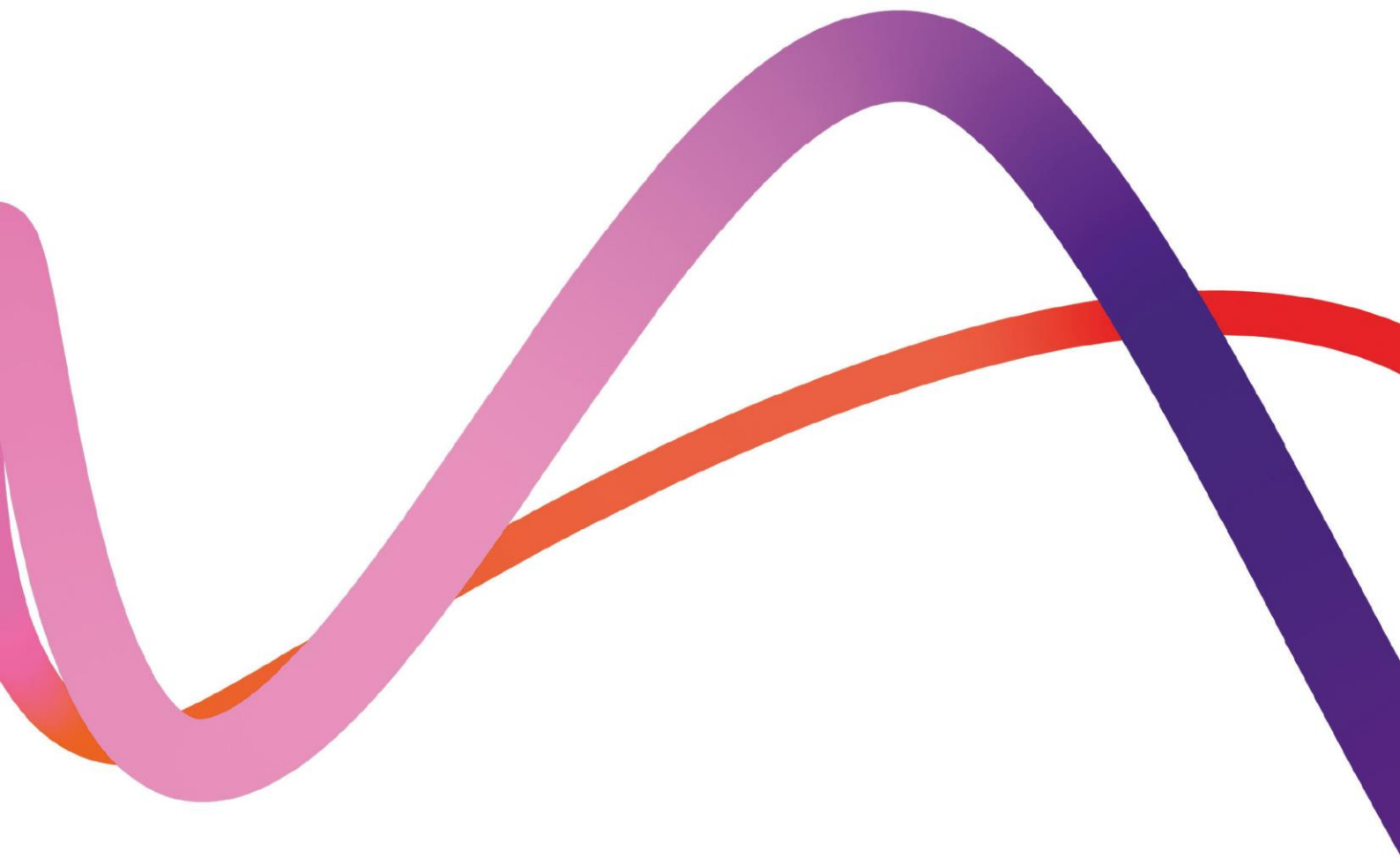
3. Summary of LCA/LCT Sensitivity Assessments

3.1.1 A summary of the LCA/LCT Sensitivity Assessments presented in Section 2 is set out in **Table 9E.20 Summary of the Sensitivity Assessment**

Table 9E.20 Summary of the Sensitivity Assessment

LCA/LCT Reference	Landscape Designation	Overall Value	Overall Susceptibility	Overall Landscape Sensitivity
Fenland District LCAs				
Wisbech Settled Fen	Undesignated	Medium	Medium	Medium
The Fens	Undesignated	Medium	Medium	Medium
March Clay Island	Undesignated	Medium	Low	Low
King's Lynn and West Norfolk LCAs				
D2: Walpole, Terrington and Clench Warton	Undesignated	Medium	Medium	Medium
D3: Terrington St. John	Undesignated	Medium	Medium	Medium
D4: Emneth, West Walton and Walsoken	Undesignated	Medium	Medium	Medium
D5: Outwell	Undesignated	Medium	Medium	Medium
E1: Tilney All Saints	Undesignated	Medium	Medium	Medium
E2: Saddlebow and Wormegay	Undesignated	Medium	Medium	Medium
E3: Wiggenhall St. Mary	Undesignated	Medium	Medium	Medium
E4: Marshland St. James	Undesignated	Medium	Medium	Medium
E5: Downham West	Undesignated	Medium	Medium	Medium
E6: Hilgay Fen	Undesignated	High	Medium	High

LCA/LCT Reference	Landscape Designation	Overall Value	Overall Susceptibility	Overall Landscape Sensitivity
E7: Welney River	Undesignated	Medium	Medium	Medium
E8: Denver Sluice	Undesignated	Medium	Medium	Medium
H1: Stow Bardolph	Undesignated	Medium	Medium	Medium
South Holland LCTs				
Peaty Fens	Undesignated	Medium	Medium	Medium
Settled Fens	Undesignated	Medium	Low	Low
Peterborough LCA				
4 - Peterborough Fens	Undesignated	Medium	Medium	Medium



Medworth Energy from Waste
Combined Heat and Power Facility

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Environmental Statement Chapter 9 Landscape and Visual Appendix 9F Townscape Sensitivity Assessments

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

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Appendix 9F
TCA Sensitivity Assessments

Executive Summary

This appendix presents the townscape sensitivity assessments that have been undertaken in accordance with the methodology presented in **Appendix 9B (Volume 6.4)**.

The sensitivity assessments have been undertaken for those Townscape Character Areas (TCAs) which have been defined in the Townscape Characterisation Study in **Appendix 9D (Volume 6.4)**.

Townscape sensitivity is described as ‘high’, ‘medium’ or ‘low’. This is assessed by considering the townscape value and townscape susceptibility to change, which may vary in response to both the type of development proposed and the specific characteristics of the Study Area.

A summary of the TCA Sensitivity Assessments presented in **Section 2** is set out in **Table 9F.1 Summary of the TCA Sensitivity Assessments**.

Contents

1. Introduction

1.1.1 This appendix presents the townscape sensitivity assessments that have been undertaken in accordance with the methodology presented in **Appendix 9B (Volume 6.4)**.

1.1.2 The sensitivity assessments have been undertaken for those Townscape Character Areas (TCAs) which have been defined in the Townscape Characterisation Study in **Appendix 9D (Volume 6.4)**. The TCAs are shown in **Figure 9.10: Townscape character areas (Volume 6.3)** and the sensitivity assessments are contained within **Tables 9F.1** to **9F.8** of this appendix.

1.1.3 Townscape sensitivity is described as ‘high’, ‘medium’ or ‘low’. This is assessed by considering the townscape value and townscape susceptibility to change, which may vary in response to both the type of development proposed and the specific characteristics of the Study Area, such that townscape sensitivity needs to be considered on a case-by-case basis.

2. Townscape Sensitivity Assessments

Table 9F.1 Townscape sensitivity assessment for TCA1: The Brinks and Old Market

TCA1: The Brinks and Old Market		
LVIA photographic viewpoint locations within the TCA: VP7 & VP10		
Direct townscape effects: None	**Indirect townscape effects**: EfW CHP Facility (potential)	
Value criteria	**Commentary**	**Value**
Townscape designations	As noted by the TCA's name, the entire TCA is part of the Wisbech Conservation Area. The South Brink and, especially the North Brink, are regionally and nationally recognised as consisting of a collection of exemplary eighteenth and nineteenth century riverside townhouses and civic buildings. It contains a high proportion of Wisbech's Listed Buildings and Fenland's only Registered Park and Garden.	High
Townscape condition and intactness	Condition and intactness are generally high although the site visit and the Conservation Area Appraisal note that there are individual buildings or small groups of buildings in declining condition and/or are occupied by closed businesses/shops, mainly away from North Brink itself. Other adverse factors include high levels of traffic along South Brink and Town Bridge and the flood protection measures which have inadvertently created a sense of physical and visual separation between the River and the building frontages.	High to Medium
Scenic quality	North Brink has been described by architectural historian and writer Nikolaus Pevsner as "*probably one of the finest Georgian and Victorian streetscapes in England*". It is often used in tourist guides for the Fenland and East Anglian regions and the TCA contains few detractive elements.	High
Rarity	As quotes set out above demonstrate and the more detailed description in Table 3.1 in Appendix 9D verifies, the core that forms the majority of the TCA fronting onto the River Nene is very rare verging on unique.	High
Conservation interest and associations	Numerous including Peckover House and Garden, Elgood's Brewery, Octavia Hill Birth Place Museum (a founder of the National Trust) plus various associations with the town's river port heritage.	High
Recreation value	The South and especially the North Brink and the Town Bridge are popular walking routes for locals and visitors. Peckover House and Garden and Octavia Hill Birth Place Museum are open to the public as is the 4ha garden at Elgood's Brewery. A short section of NCR 1 is routed through the TCA as is a short section of Nene Way.	High
Perceptual aspects	Generally high with fine views across and along the River Nene containing aesthetic appeal and architectural and historical interest. A small number of detractive features such as high traffic levels and	High to Medium

	the flood protection walls along the River allied with a few detractive buildings in some outward views.	
Overall value	The TCA contains an assemblage of features that are rare if not unique and is Wisbech's most well-known feature and is valued at a regional if not a national level. The overall value is 'high'.	**High**

Susceptibility commentary (to the type of development proposed)	**Susceptibility**
Physical characteristics: There would be no physical changes to this TCA as a result of the Proposed Development.	N/A
Visual characteristics: Flat topography and high levels of built development within the TCA and in other TCAs located to the south generally minimise the availability of outwards views within the TCA, including those towards the EfW CHP Facility Site as well as Options 1 & 2 of the Grid Connection. There are valued and framed views along and across the River Nene as shown in the Conservation Area Appraisal. In the western part of the TCA where the alignment of the River Nene and the associated built development turns north-south, views to the south open up.	Medium-Low
Perceptual characteristics: Lighting levels are in keeping with a town centre location with a combination of street lighting and domestic lighting sources. Tranquillity levels are adversely affected by the relatively high levels of traffic travelling along South Brink and across Town Bridge and, to a lesser extent, along North Brink. They are also reduced in the south-western part of the TCA by views of the adjacent more modern development, especially at the Nestle Purina site (which would the northern end of the CHP Connection). There is a good feeling of time depth, but flood protection measures have inadvertently created a sense of physical and visual separation between the River and the building frontages.	Low

Overall susceptibility	The visual and perceptual characteristics indicate a 'Low' overall susceptibility	**Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	**Medium**
	Medium	High	Medium	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this TCA is 'High'. The overall susceptibility is judged to be 'Low' indicating a '**Medium'** overall sensitivity.

Table 9F.2 Townscape sensitivity assessment for TCA2: Wisbech Town Centre Conservation Area

TCA2: Wisbech Town Centre Conservation Area	
LVIA photographic viewpoint locations within the TCA: None	
Direct townscape effects: None	**Indirect townscape effects**: EfW CHP Facility (limited potential)

Value criteria	Commentary	Value
Townscape designations	As noted by the TCA's name, most of the TCA is the eastern part of the Wisbech Conservation Area. This TCA comprises some of the oldest and most significant townscape of Wisbech. Landmark buildings include the Grade 1 medieval church, the Grade II* 'Castle' (a nineteenth century Regency house) and the Circus as well as over 130 other Listed Buildings and some other buildings of local importance as defined in the Conservation area Appraisal. TCA likely to make the principal contribution to the attractiveness of Wisbech for residents and visitors.	High
Townscape condition and intactness	There is a relatively good sense of intactness, partially undermined by large carparks, presence of B198 and A1101 and the limited post-war infill development. The Conservation Area Appraisal notes that within the designation itself, the large public car park to the south of Love Lane, empty shops, declining condition of some buildings and poor-quality modern shop fronts are detracting features.	Medium
Scenic quality	Although locally affected by detractive individual elements, the variation in street morphology, street trees, building footprint, heights and juxtaposition of historical development creates a varied townscape. Consistent use of brick, frequent sash windows, typically slate and tile roofs, plus riverside views, all add to scenic quality.	High-Medium
Rarity	Although the TCA has a very strong sense of place mostly due to St. Pater's Church and the Georgian Medworth development (properties built by George Medworth), these are counter-balanced by a considerable number of more prosaic and generic town centre and urban features and developments. It cannot be assessed at the same level as the adjacent Brinks and Old Market.	Medium
Conservation interest and associations	Presence of a high proportion of Wisbech's Listed Buildings, including the Grade 1 St Peter's Church, 5 No. Grade II* and 132 No. Grade II listed buildings is strongly indicative of a high conservation interest.	High
Recreation value	Limited with some small green spaces, mostly around houses and St. Peter's church with trees, plus other street trees. Short section of NCR 1 traverses the TCA.	Medium-Low
Perceptual aspects	Positive contributions include a strong sense of visual and physical enclosure, good time depth and architectural variation balanced by some negative contributions such as the adverse impacts on tranquillity from busy roads, car parking, some modern developments and closed and ill-kempt shop fronts and buildings.	Medium
Overall value	The above factors combine to result in a High-Medium overall value which is representative of this eastern part of the Conservation Area being less unique and valued than the western part of Conservation Area that forms TCA 1.	**High-Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this TCA as a result of the Proposed Development		N/A
Visual characteristics:		Low

Flat topography and high levels of built development within the TCA and in other TCAs located to the south generally minimise the availability of outwards views within the TCA, including those towards the EfW CHP Facility Site to the south, the CHP Connection to the south-west the Underground Grid Connection to the east. Hence there would be low susceptibility to the TCA's visual characteristics.		
Perceptual characteristics: The varying nature of the range of perceptual characteristics across the TCA makes it less susceptible to any potential changes that could be generated by the operation of the type of development proposed.		Low
Overall susceptibility	The visual and perceptual characteristics indicate a 'Low' overall susceptibility	**Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	**Low**
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this TCA is 'Medium-High'. The overall susceptibility is judged to be 'Low' indicating a '**Low'** overall sensitivity given the primary factor behind the high value criteria are the presence of Listed Buildings none of whose setting are likely to extend as far as the EfW CHP Facility.

Table 9F.3 Townscape sensitivity assessment for TCA3: Bowthorpe Conservation Area

TCA3: Bowthorpe Conservation Area

LVIA photographic viewpoint locations within the TCA: VP11		
Direct townscape effects: None	**Indirect townscape effects**: EfW CHP Facility (limited potential)	
Value criteria	**Commentary**	**Value**
Townscape designations	The TCA is concordant with the Bowthorpe Conservation Area, a planned Victorian residential development centred on Wisbech Park. It contains a small proportion of Wisbech's Grade II Listed Buildings dating from the Victorian era.	High
Townscape condition and intactness	Condition is generally good including that of the Park. The prevailing intactness generated by the Victorian origin of most of the built development is locally undermined by limited infill development and detailed incremental changes on a proportion of the properties.	High-Medium
Scenic quality	Scenic quality is high overall due to the retention and good condition of the Victorian housing and the well-maintained condition of the award-winning Park with facilities such as an orchard and bandstand as well as the Church of St Augustine.	High-Medium
Rarity	Victorian parks and areas of well-maintained Victorian housing are not rare in urban locations at a national scale but there are few similar examples on a regional scale and none within Wisbech.	High-Medium
Conservation interest and associations	There are a limited number of Grade II Listed Buildings and features. The range of styles of the areas of Victorian housing provide conservation interest as do some of the older features in the Park and at the converted Bowthorpe Hall and Church of St Augustine. Some associations with nineteenth century local figures.	Medium
Recreation value	The Park is a substantial recreational resource at the scale of the town and is crossed by a section of NCR 1.	High-Medium
Perceptual aspects	The residential nature of most of the TCA imbues it with an innate sense of tranquillity augmented by the strong role of the Park. There are some localised detractive elements on the TCA's periphery such as traffic on B198 and traffic associated with North Cambridgeshire Hospital site.	High-Medium
Overall value	The above factors combine to result in a High-Medium overall value which is commensurate with the TCA being a Conservation Area but lacking strong distinctive features elevating its' value beyond the confines of Wisbech.	**High-Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this TCA as a result of the Proposed Development.		N/A

Visual characteristics: Flat topography and high levels of built development within the TCA beyond the enclosed Park, as well as in adjacent TCAs, ensure that views are generally focused on the Park and internal to the TCA, with longer views typically prevented by built development in adjoining streets. These factors combine to provide a low susceptibility.	Low
Perceptual characteristics: The overwhelmingly positive nature of the range of perceptual characteristics across the TCA provides it with some susceptibility to any potential changes that could be generated by the operation of the type of development proposed. This is reduced in the context of a minimum separation distance to the EfW CHP Facility Site of 1.8km which is entirely utilised by typical urban land-uses. These factors combine to ensure low susceptibility.	Low
Overall susceptibility	The visual and perceptual characteristics indicate a 'Low' overall susceptibility	**Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	**Medium**
	Medium	High	Medium	Low
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this TCA is 'High Medium'. The overall susceptibility is judged to be 'Low' indicating a '**Medium'** overall sensitivity.

Table 9F.4 Townscape sensitivity assessment for TCA4: Central Pre-Twentieth Century Residential Development

TCA4: Central Pre-Twentieth Century Residential Development		
LVIA photographic viewpoint locations within the TCA: None		
Direct townscape effects: None	**Indirect townscape effects**: EfW CHP Facility (limited potential)	
Value criteria	**Commentary**	**Value**
Townscape designations	The three sub-areas that compose TCA3 are all outside the two conservation areas in Wisbech. There are a limited number of Listed Buildings within the TCA often in small clusters.	Medium
Townscape condition and intactness	The value of this criteria varies across the TCA, but condition is generally good although original features of many residential properties are gradually being replaced. The intactness is overall moderate as there are several examples of more recent infill developments and in some parts healthcare, educational and community buildings dominate. Nevertheless, the original grid street pattern has been retained to determine the overall 'grain' of large parts of the TCA.	High- Medium
Scenic quality	The paucity of street trees and green spaces combines with the relative monotony imposed by the dominate grid pattern and architectural uniformity of the built development results in medium - low scenic quality.	Medium-Low
Rarity	The mid-late Victorian, predominantly semi-detached, housing is a common townscape character type in many urban areas. Consequently, it possesses medium-low rarity.	Medium-Low
Conservation interest and associations	The presence of limited numbers of Listed Buildings but no reported associations results in a medium value for this criterion.	Medium
Recreation value	One small public park is noted with residents' recreational requirements addressed in the more extensive parks and facilities noted in neighbouring TCAs.	Low
Perceptual aspects	Away from the few main roads that cross the TCA tranquillity levels are relatively high. There are few overt detractive elements, but conversely few elements to provide stimulation or enhance aesthetic qualities such as street trees.	Medium
Overall value	The above factors combine to result in a Medium overall value.	**Medium**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this TCA as a result of the Proposed Development.		N/A
Visual characteristics: Flat topography and high density of built development on a grid pattern within the TCA, as well as in several adjacent TCAs, ensure that views are generally internal to the TCA or		Low

at best framed along streets. Hence no view towards the EfW CHP Facility Site to the south-west, the CHP Connection to the south-west and Underground Grid Connection to the east.	
Perceptual characteristics: The generally positive nature of the range of perceptual characteristics across the TCA provides it with limited susceptibility to any potential changes that could be generated by the operation of the type of development proposed. This is reduced in the context of a minimum separation distance to the EfW CHP Facility Site of 1.4km which is entirely utilised by typical urban land-uses. These factors combine to ensure low susceptibility.	Low
Overall susceptibility	The visual and perceptual characteristics indicate a 'Low' overall susceptibility. **Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	**Low**
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this TCA is 'Medium'. The overall susceptibility is judged to be 'Low' indicating a '**Low'** overall sensitivity.

Table 9F.5 Townscape sensitivity assessment for TCA5: Twentieth Century Residential and Institution Development

TCA5: Twentieth Century Residential and Institution Development

LVIA photographic viewpoint locations within the TCA: VP4		
Direct townscape effects: None	**Indirect townscape effects**: EfW CHP Facility (potential)	
Value criteria	**Commentary**	**Value**
Townscape designations	No designations with two Listed Buildings that are pre-twentieth century dwellings that were subsumed by the phases of house building which extended across these former agricultural and orchard areas.	Medium
Townscape condition and intactness	Whilst there are localised slight variations in condition, the relatively recent provenance of most the development results in it being in good condition. The two major educational developments: Thomas Clarkson Academy and the College of West Anglia campus have both recent redevelopments and are in good condition.	High-Medium
Scenic quality	Other than open landscaped areas around Thomas Clarkson Academy and the College of West Anglia campus there are few instances of green space and low level of tree cover which allied with a range of generic residential and sometimes retail and commercial architectural styles results in limited scenic quality although there are few overt detractive elements.	Medium-Low
Rarity	This type of incremental but eventually extensive residential type of development is commonplace in most settlements and the example in this TCA presents no distinguishing characteristics.	Low
Conservation interest and associations	Limited beyond two Listed Buildings.	Low
Recreation value	Thomas Clarkson Academy and the College of West Anglia campus have sports pitches and informal recreational areas although these are likely to only be available to students and staff. Otherwise, the TCA contains few green spaces and no sizeable parks although manty parts have good access to more open areas beyond the current edge of Wisbech.	Low
Perceptual aspects	As with all suburban residential areas traffic ensures lower levels of tranquillity around the main through roads such as A1101 and is periodically heavy around the Academy and College and the retail park on the A1101. Most residential roads, especially cul-de-sacs are quiet, but unstimulating with a noted paucity of street trees and green space.	Medium-Low
Overall value	The above factors combine to result in a Medium -Low overall value.	**Medium-Low**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics:		N/A

There would be no physical changes to this TCA as a result of the Proposed Development.	
Visual characteristics: The relatively high density of built development, allied with almost flat topography and few open spaces results in most views being internal and enclosed. There are few wider and external views, and these are more likely to be available from within the relatively open grounds of the Academy and Collage, the open space at Herons Green, framed views along straighter principal roads or from properties and their gardens on the edge.	Medium-Low
Perceptual characteristics: The prosaic and undistinguished perceptual characteristics that are present across this TCA are relatively robust to the type of limited visual and aesthetic change that could be generated by the type of development proposed.	Low
Overall susceptibility	The visual and perceptual characteristics indicate a 'Low' overall susceptibility **Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	**Low**
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this TCA is 'Medium-Low'. The overall susceptibility is judged to be 'Low' indicating a '**Low'** overall sensitivity.

Table 9F.6 Townscape sensitivity assessment for TCA6: Twenty First Century Riverside Residential Development

TCA6: Twenty First Century Riverside Residential Development

LVIA photographic viewpoint locations within the TCA: None		
Direct townscape effects: None	**Indirect townscape effects**: EfW CHP Facility (potential)	
Value criteria	**Commentary**	**Value**
Townscape designations	There are no designations within this TCA. It comprises a modern housing estate located between the B198 Cromwell Road to the east and the South Brink and River Nene to the west and represents an 'ordinary' suburban townscape.	Medium
Townscape condition and intactness	A large proportion of the residential properties in this compact TCA are less than 20 years old. Consequently, they are in a moderate to good condition and the development is intact in architectural and functional terms.	High-Medium
Scenic quality	The main residential development is architecturally undistinguished and contains few green spaces or street trees resulting in low scenic quality.	Low
Rarity	This type of recent high density residential development is a widely present component in many medium- and large settlements.	Low
Conservation interest and associations	None.	Low
Recreation value	Minimal	Low
Perceptual aspects	Tranquillity is low on edge due to B198 and South Brink augmented by the presence of the busy Wisbech Retail Park including night-time lighting. Levels are higher in central part. Minimal aesthetic value.	Low
Overall value	The above factors combine to result in a Low overall value	**Low**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this TCA as a result of the Proposed Development.		N/A
Visual characteristics: The relatively high density of two-three stories high built development, allied with almost flat topography and few open spaces results in most views being internal and enclosed. There are few external views, and these are more likely to be available west towards and across the River Nene.		Medium-Low
Perceptual characteristics: The prosaic and undistinguished perceptual characteristics that are present across this TCA are relatively robust to the type of limited visual and aesthetic change that could be generated by the type of development proposed.		Low

Overall susceptibility	The visual and perceptual characteristics indicate a 'Low' overall susceptibility	**Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	Low
	Low	Medium	Low	**Low**

Overall Sensitivity to proposed development:
The overall value of this TCA is 'Low'. The overall susceptibility is judged to be 'Low' indicating a '**Low**' overall sensitivity.

Table 9F.7 Townscape sensitivity assessment for TCA7: Outlying Residential Areas

TCA7: Outlying Residential Areas

LVIA photographic viewpoint locations within the TCA: None		
Direct townscape effects: None	**Indirect townscape effects**: EfW CHP Facility (potential)	
Value criteria	**Commentary**	**Value**
Townscape designations	There are no designations as both sub-areas of this TCA are located outside the conservation areas. The TCA consists of piecemeal residential development dating from the twentieth century with some earlier nineteenth century elements and represents an 'ordinary' residential townscape.	Medium
Townscape condition and intactness	Most properties are detached, twentieth residential properties interspersed with a small number of the older properties once located well outside the town's edge. There are a wide variety of development and architectural styles and materials present so as to present an irregular character, however the condition of the properties and their gardens/curtilages and the streetscape is generally high.	Medium-High
Scenic quality	Scenic quality is moderate with a moderately high level of street and retained trees reinforced by views across neighbouring agricultural fields from locations on some sections of the TCA's periphery.	Medium
Rarity	This type of twentieth century ribbon and infill residential development is a widely present component on the peripheries of older settlements.	Low
Conservation interest and associations	One Grade II Listed Building. No known associations.	Low
Recreation value	Plentiful supply of nearby sports pitches although unlikely to be available for public use. NCR 1 short section traverses the northern sub-area. Tree enclosed sports fields located to immediate east of the northern part of TCA partly accessed by two PRoWs.	Medium-Low
Perceptual aspects	Relatively tranquil with influence of surrounding countryside and some localised adverse impacts on tranquillity from the B1542 and floodlit sports pitch.	Medium
Overall value	The above factors combine to result in a Medium overall value.	Medium -Low
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be no physical changes to this TCA as a result of the Proposed Development.		N/A
Visual characteristics: Relatively high density of residential development allied with good levels of internal and boundary tree cover largely restrict the availability of external, longer distance views to the peripheral parts of the two sub-areas. The presence of the remainder of Wisbech is only periodically visually apparent in external views.		Medium -Low

Perceptual characteristics: Both parts of the TCA contain many perceptual characteristics that are typical of suburban residential development that backs onto retained agricultural fields including relatively high tranquillity, poor sense of place and limited time depth.		Medium-Low
Overall susceptibility	The visual and perceptual characteristics indicate a 'Medium-Low' overall susceptibility	**Medium-Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	**Low**
	Low	Medium	Low	Low

Overall Sensitivity to proposed development:
The overall value of this TCA is 'Medium-Low'. The overall susceptibility is judged to be 'Medium-Low' indicating a '**Low'** overall sensitivity.

Table 9F.8 Townscape sensitivity assessment for TCA8: Wisbech Retail, Industrial and Commercial Development

TCA8: Wisbech Retail, Industrial and Commercial Development

LVIA photographic viewpoint locations within the TCA: VP1 & VP2		
Direct townscape effects: EfW CHP Facility, CHP Connection, Access Improvements	**Indirect townscape effects**: EfW CHP Facility	
Value criteria	**Commentary**	**Value**
Townscape designations	None – both sub-areas are entirely given over to retail, commercial and light industrial activities that, for the larger southern sub-area have been mostly developed in the past 40-50 years on former agricultural fields and orchards. The northern sub-area, being closer to the town centre and River Nene, has an older origin and is being regenerated in some parts.	Low
Townscape condition and intactness	The condition and intactness vary with most of the more public and accessible parts in moderate to good condition e.g., the Retail Park but other areas such as the site of the main building of the EfW CHP Facility and the former railway line (the 'Bramley Line') along which the CHP connection would be routed are in poor condition.	Medium
Scenic quality	Scenic quality is poor with low levels of tree cover and functional architecture.	Low
Rarity	This type of late twentieth century retail, commercial and light industrial development is a widely present component in parts of most small and medium-sized towns.	Low
Conservation interest and associations	None. No known associations.	Low
Recreation value	None in southern sub-area and limited in northern sub-area with a short section of NCR 1 and riverside public realm improvements.	Medium-Low
Perceptual aspects	Low levels of tranquillity from high levels of road traffic along B198, A1101 and the Wisbech Retail Park and extensive high levels of lighting.	Low
Overall value	The above factors combine to result in a Low overall value.	**Low**
Susceptibility commentary (to the type of development proposed)		**Susceptibility**
Physical characteristics: There would be some physical changes to this TCA as a result of the Proposed Development with loss of some areas of regenerated scrub alongside the route of CHP Connection as well as the south-eastern corner of the EfW CHP Facility Site. This site would also lose some small light industrial buildings whilst there would be additional vegetation clearance on the land identified for the construction compound.		Low
Visual characteristics:		Low

As shown in the baseline photography from Viewpoints 1 & 2 in **Figures 9.15i: Viewpoint Photograph 1: Eastern end of New Bridge Lane & 9.15ii: Viewpoint Photograph 2: Lidl Carpark west of Cromwell Road** (and Viewpoint 4 in **Figure 9.15iv: Viewpoint Photograph 4: Northern end of New Drove** just to the north of this TCA) buildings in the

southern sub-area are typically clad with profiled steel, with lower walls occasionally constructed of brick. Roofs are typically shallow pitched galvanised metal sheeting with skylights. Smaller all-brick buildings are also present. Building heights vary, typically in the 10-15m range, with some taller buildings present including the 36m high cold store on the TCA's south-eastern corner. Plots on the industrial estate are frequently enclosed by security fencing with galvanised steel palisade frequently used. The retail units are set behind large car parking areas and include glazed frontages and prominent signage, visible from the B198 Cromwell Road. The resultant visual characteristics are of low quality and low susceptibility to the type of development proposed.

Perceptual characteristics: The southern sub-area is characterised by frequent traffic resulting from delivery vehicles and car movements from workers and customers visiting the retail and industrial parks. Levels of illumination are greatest in the Retail Park (as illustrated in the night-time photograph from Viewpoint 2 in **Figure 9.16ii: Viewpoint Photograph 5: A47 footway at Red Moor Field**) and within the industrial estate security flood lighting is frequently mounted at a high level and on taller columns to illuminate some external yards where vehicles and trailers are parked. Commercial signage is frequently present throughout the TCA, with the Tesco supermarket logo at a high level being particularly prominent from further afield. Signage on other retail units is locally prominent from the B198 Cromwell Road approach to Wisbech which traverses the southern sub-area of the TCA.	Low
Overall susceptibility	The visual and perceptual characteristics indicate a 'Low' overall susceptibility	**Low**

Overall sensitivity		**Susceptibility**		
		High	**Medium**	**Low**
Value	**High**	High	High	Medium
	Medium	High	Medium	Low
	Low	Medium	Low	**Low**

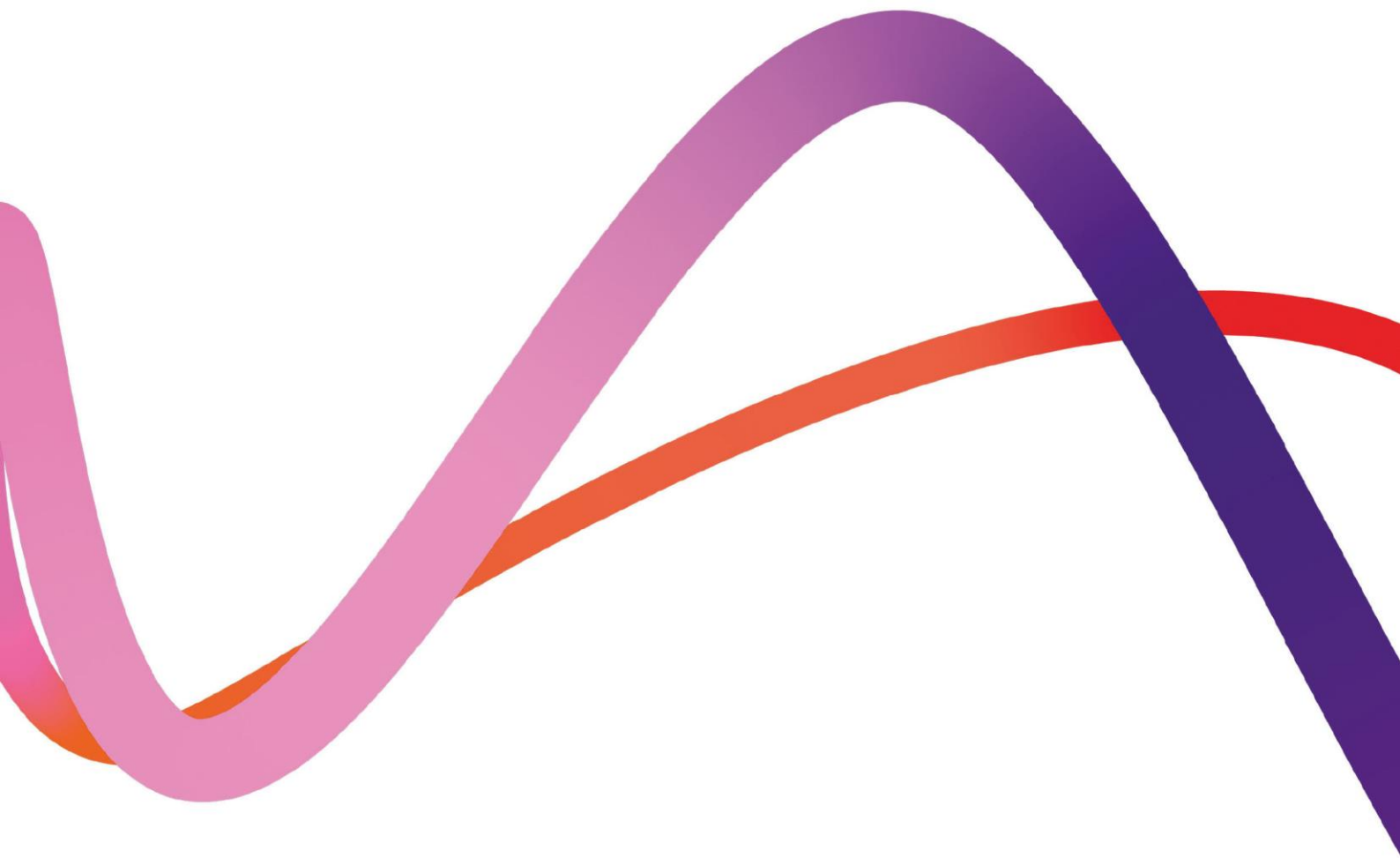
Overall Sensitivity to proposed development:
The overall value of this TCA is 'Low'. The overall susceptibility is judged to be 'Low' indicating a '**Low'** overall sensitivity.

3. Summary of TCA Sensitivity Assessments

3.1.1 A summary of the TCA Sensitivity Assessments presented in **Section 2** is set out in **Table 9F.9 Summary of the TCA Sensitivity Assessments**.

Table 9F.9 Summary of the TCA Sensitivity Assessments

TCA Reference	Townscape Designation	Overall Value	Overall Susceptibility	Overall Townscape Sensitivity
TCA1: The Brinks and Old Market Conservation Area	Yes	High	Low	Medium
TCA2: Wisbech Town Centre Conservation Area	Yes	High-Medium	Low	Low
TCA3: Bowthorpe Conservation Area	Yes	High-Medium	Low	Medium
TCA4: Central Pre-Twentieth Century Residential Development	No	Medium	Low	Low
TCA5: Twentieth Century Residential and Institution Development	No	Low	Low	Low
TCA6: Twenty First Century Riverside Residential Development	No	Low	Low	Low
TCA7: Outlying Residential Areas	No	Medium-Low	Medium-Low	Low
TCA8: Wisbech Retail, Industrial and Commercial Development	No	Low	Low	Low



Medworth Energy from Waste
Combined Heat and Power Facility

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Environmental Statement Chapter 9 Landscape and Visual Appendix 9G Landscape Character Assessment Tables

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

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Appendix 9G
Landscape Character Assessment Tables

Contents

1. Assessment of Landscape Effects

1.1.1 The assessment of effects upon the character and key characteristics of the Landscape Character Types (LCTs) and Landscape Character Areas (LCAs) as defined by the extant assessments summarised in **Appendix 9C: NCA & LCT/LCA Key Characteristics Summaries (Volume 6.4)** is set out in **Table 1.1: Assessment of Effects: Landscape Character**. This assesses the effects of the Proposed Development for the construction phase, at Operation Year 1 and Operation Year 15 and has been undertaken in accordance with the methodology set out in **Appendix 9B: LVIA Methodology (Volume 6.4)**.

1.1.2 The sensitivity of the LCTs and LCAs is set out in detailed sensitivity assessments presented in **Appendix 9E: Landscape Sensitivity Assessments (Volume 6.4)**, which consider the value of each LCT/LCA and the susceptibility to the type of change proposed to derive an overall landscape sensitivity.

1.1.3 As set out in **Chapter 9: Landscape and Visual (Volume 6.2)**, the assessment is presented as a 'intra-project' or whole project assessment. This means that an assessment has not been presented separately for the different components of the Proposed Development i.e., Underground Grid Connection or EfW CHP Facility and instead, the assessment rationale draws out the role of each component in determining the overall magnitude of change and level of effect.

Table 9G.1 Assessment of effects: Landscape Character

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Fenland District LCAs						
Wisbech Settled Fen LCA	Medium	Construction	The proposed EfW CHP Facility, CHP Connection, Access Improvements and Water Connections and the western section of the Underground Grid Connection (UGC) 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 Site, 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 part of the Site close to New Bridge Lane. Direct landscape effects upon this host LCA during the 36-month construction phase include 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. However, this would take place within an area of Wisbech which is surrounded by industrial and commercial land uses and where high levels of movement, activity and audible disturbance are already part of the baseline character. As a consequence, this activity would be incremental to activities that are already present under baseline conditions and they would not dilute perceptual qualities such as tranquillity, remoteness and naturalness which	Medium	Adverse & short term	Moderate – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			are already lower within the areas of LCA surrounding the EfW CHP Facility Site and New Bridge Lane. Similarly, construction lighting would be incremental to the high levels of baseline 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** and the night-time baseline photography in **Figures 9.16i-vi (Volume 6.3).** Whilst the influence of ground and low-level construction activity would be most prevalent within the area immediately surrounding the EfW CHP Facility Site and Temporary Construction Compound, the elevated construction activities including the deployment of cranes with a maximum height of 75m (95m for a few days), 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 LVIA Study Area (Volume 6.3).** Whilst these elevated works would sometimes be viewed in the absence of any vertical or large-scale precedent (such as from Viewpoint 12) and could contrast with the rural fenland landscape and horizontal landform 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 or the Cold Store as evidenced in the baseline photography from Viewpoints 2, 5, 6, 8, 9 and 15. The			

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			context within these elevated works would take place would reduce their temporary 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. Highly localised landscape effects would also be associated with the six months' long construction of the CHP Connection through the loss of dense scrub (dominated by bramble) and presence of smaller scale construction plant and activity along its route. These temporary effects would be confined within the disused railway which passes through an industrial area hence effects generated by these works would have very limited characterising influence. Similarly, works associated with the construction of western section of UGC along New Bridge Lane and the western side of the A47 would have limited effects, particularly upon perceptual qualities given the high levels of movement and audible and visual disturbance associated with the A47. These effects would last for only a portion of the seven months construction period for the entire UGC. In summary, the construction phase of the Proposed Development would result in some direct landscape effects upon this host LCA. Although there would be minimal loss of landscape elements, 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			

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			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 there could be short-lived periods of the construction phase when the magnitude of change could be high and consequently significant within just this small part of the host LCA. However, the outcome of this assessment for the 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 (Volume 6.4), but the context within which the construction activities would often be perceived, (i.e., within an industrial 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 role), particularly from the parts of the LCA sited closest to the EfW CHP Facility Site, means that effects are concluded to be Not Significant for Wisbech Settled Fen LCA as an indivisible LCA that extends across all of Wisbech and beyond from Outwell to Tydd St. Mary and from Wisbech St. Mary to Walsoken.			
		Operation Year 1	Reference to the ZTVs in **Figures 9.2ii EfW CHP ZTV within LVIA Study Area**, **9.3ii: EfW CHP Facility Chimney ZTV within LVIA Study Area (17km radius) of main building at EfW CHP Facility, 9.4ii Composite ZTV of the main building and chimneys within LVIA Study Area** and **9.6: Visible Plume ZTV (Volume 6.3)** shows that the chimneys, occasional visible plume and the upper section of the main building	Medium	Adverse & long term	Moderate – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			of the EfW CHP Facility, would potentially be visible from within a large proportion of this LCA. From within areas of LCA to the north-west and west (for example, at Viewpoint 12 in **Figures 9.28a & 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. However, its role would be reduced by the separation distances between the peripheral parts of the LCA within which this urbanising influence would be experienced and the EfW CHP Facility. From eastern and southern parts of LCA sited closest to the EfW CHP Facility, the Proposed Development would be perceived in the landscape context of the already prominent role of infrastructure within the LCA, often appearing as a co-prominent feature with the Cold Store, other extensive commercial and industrial development in southern Wisbech and/or steel lattice pylons, for example at Viewpoints 8 (**Figure 9.24b: Viewpoint 8: Halfpenny Lane Byway**) and 6 (**Figure 9.22b: Viewpoint 6: Halfpenny Way Byway north of A47 (Volume 6.3)**). Its operation would only occasionally be perceived as the dominant built element in the landscape (as evidenced from Viewpoint 5 (**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,			

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			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 in some of the closest parts of the LCA the operation of the EfW CHP Facility could be significant. Nevertheless, at the scale of the whole LCA this highly localised assessment has to be understood in the context that from other parts within the LCA, which account for a high proportion of the LCA's area, the baseline presence of built form means that a visual effects pathway is absent or largely absent as evidenced from Viewpoints 3, 10 and 11 (**Figures 9.19b: Viewpoint 3: North Brink south of Mile Tree Lane, 9.26b: Viewpoint 10: Southern frontage of Peckover House on North Brink** and **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. In terms of the other operational components of the Proposed Development within the LCA, the operational western section of the UGC would have no			

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			characterising role once the land cover (arable or grassland) along the route has been reinstated and established (likely to be within one season). The operational CHP Connection would be mostly at a height of 1.5m with periodic 6.8m high expansion loops and its operation would therefore also have very limited characterising influence beyond the disused rail corridor given industrial context within which it would be present. Although the outcome of the assessment is that the level of effect would be Moderate (and therefore potentially significant under the level of effect methodology set out in **Appendix 9B: LVIA Methodology (Volume 6.4)**), the localised context within which the highest magnitudes of change would often be perceived, (i.e., within an industrial 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 role), means that effects are concluded to be Not Significant.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1. Whilst the establishment of the restricted tree planting mitigation within or around the perimeter of the EfW CHP Facility Site would play a role in softening and potentially reducing views of lower level components and operations, it would not be tall enough to provide any screening of the upper section of the boiler house or the chimneys. It should also be noted that there is potential	Medium	Adverse & long term	Moderate – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			for additional built development to have been introduced in the currently relatively open part of the LCA to the south of the EfW CHP Facility towards the A47.			
The Fens LCA	Medium	Construction	The Fens LCA is an extensive LCA which covers a large proportion of the LVIA Study Area extending to within ~0.9km of the EFW CHP Facility Site. Some ground and low-level construction activity would have a visual presence from the closest northern part of the LCA around the A47/B198 roundabout but would take place within a part already dominated by industrial and commercial land uses where larger scale built form and high levels of activity and lighting are already present. The lower levels of tranquillity already experienced around the A47 corridor means that perceptual qualities within this closest part of the LCA would not be altered. Construction effects would more commonly be associated with cranes and other elevated construction activities which would potentially have a visual presence from within a considerable proportion of this LCA as shown in 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 LVIA Study Area (Volume 6.3)** which can be used as a proxy for the elevated construction and crane activities. From a proportion of the LCA, primarily concentrated to the	Low	Adverse & short term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			south and north-west, this elevated activity would 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 could have a small scale and urbanising role from within this largely unsettled landscape and may detract slightly from the horizontal character of the landform. Overall whilst a moderate magnitude of change is assessed for the tiny part of the LCA west of Begdale and close to a section of A47, this magnitude of change would apply across only a minute proportion of the extensive Fens LCA. It is assessed that the construction activities would not fundamentally alter or have an influence upon the existing character or key characteristics of the Fens LCA such as its recreational value, conservation interests, scenic quality and perceptual aspects as set out in the detailed commentary in the LCA's sensitivity assessment in **Appendix 9E: Landscape Sensitivity Assessments (Volume 6.4)**.			
		Operation Year 1	The field survey and a review of the visualisations from Viewpoints 18, 22, 23, 25 and 30 from within this LCA illustrate the varying role that the EFW CHP Facility would have from within this LCA. From some parts, 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 visualisation from Viewpoint 18 in **Figure 9.34b: Viewpoint 18: Minor road on eastern edge of**	Low	Adverse & long term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			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 have a more prominent role in the landscape as evidenced in the baseline photography from Viewpoint 23 (**Figure 9.39: Viewpoint 23: Rings End National Nature Reserve**) and Viewpoint 25 (**Figure 9.41: 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 these parts of the LCA would form an incremental vertical intrusion above the horizon. Conversely, from parts to the west and 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)**), the absence of larger scale vertical precedents within the intervening rural landscape has the consequence that the distant visual presence of the EFW CHP Facility, emphasised slightly by an occasional plume, would have a small scale and urbanising role above a section of the horizon from within this largely unsettled landscape where it would detract slightly from the horizontal character. It is assessed that whilst the magnitude of landscape change could be moderate in the tiny part of the LCA west of Begdale, across the vast majority of the Fens LCA, its character and key characteristics would remain largely unchanged with magnitudes of change varying from low to no change. The overall result would be a low magnitude of change across the Fens LCA that would be not significant.			

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1. Whilst the establishment of limited planting mitigation measures within or around the perimeter of the EfW CHP Facility Site would play a role in softening and potentially reducing views of lower level components and operations from the closest area of the Fens LCA to the EfW CHP Facility Site i.e., the small part around Begdale, even upon establishment this planting would not be tall enough to provide any screening of the upper section of the boiler house or the chimneys and would more commonly not be visible from within the LCA, even when mature.	Low	Adverse & long term	Minor – **Not Significant**
March Clay Island LCA	Low	Construction	A minimum separation distance of 12 km means that all ground and low-level construction activity associated with the EfW CHP Facility would be too small in scale and highly susceptible to screening, hence would have no characterising influence upon this LCA. 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 building and chimneys within LVIA Study Area (Volume 6.3)** which can be used as a proxy for the elevated construction and crane activities, shows that these elevated works have the potential to be visible from within a small and fragmentary proportion of this LCA with the built form within March playing a screening role in northerly views towards the Proposed Development. This is a heavily settled landscape in which perceptions of remoteness, tranquillity and naturalness are lower	Very Low	Neutral & short term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			and the distant and very small-scale presence of the uppermost construction and crane activities above a narrow section of the northern horizon would have a highly limited characterising influence upon this LCA and its character and key characteristics would be unaffected.			
		Operation Year 1	In a similar manner to the elevated construction and crane activity having a small scale distant visual presence from a limited and fragmentary proportion of this LCA, the chimneys (and periodic plume) and main building of the EfW CHP Facility have the potential to become a visual component in occasional outward northerly views as indicated in the ZTVs in **Figures 9.2ii EfW CHP ZTV within LVIA Study Area**, **9.3ii: EfW CHP Facility Chimney ZTV within LVIA Study Area (17km radius) of main building at EfW CHP Facility** and **9.4ii Composite ZTV of the main building and chimneys within LVIA Study Area (Volume 6.3)**. The scale of the EfW CHP Facility from the closest viewpoint, Viewpoint 25 approximately 3 km to the north-east of this LCA, is shown in the wireline in **Figure 9.41b: Viewpoint 25: Hereward Way close to Andrew's and Reed Fen Farm (Volume 6.3)** which indicates the EfW CHP Facility's susceptibility to screening by closer built form and vegetation within and around the settlement of March. The occasional distant visual presence of the EfW CHP Facility from within an LCA which is heavily settled and whose visual and	Very Low	Neutral & long term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			perceptual qualities are already influenced by higher levels of activity and closer vertical infrastructure including the Ranson Moor and Stag Holt/Coldham Wind Farms would have very limited characterising influence upon this LCA.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year as no planting within or on the boundary of the EfW CHP Facility could reduce the visual presence of the tallest parts of the development even when mature.	Very Low	Neutral & long term	Negligible - **Not Significant**
King's Lynn and West Norfolk LCAs						
LCA D2: Walpole, Terrington and Clench Warton	Medium	Construction	A minimum separation distance of ~9.5km between the southern edge of LCA D2 and the EfW CHP Facility Site and the high levels of intervening screening provided by the built development within Wisbech results in there being no visual or perceptual effects pathways between the ground and low level construction activities and this LCA. 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 building and chimneys within LVIA Study Area (Volume 6.3)**, which can be used as a proxy for the taller cranes and uppermost construction activity,	Very Low	Neutral & short term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			indicates potential intervisibility between these elevated construction activities and LCA D2 during the 36-month construction period although the ZTVs become fragmented around the settlements of Terrington St. Clement and Walpole St. Andrew and St. Peter. The distant presence of the elevated construction activities beyond several vertical features including steel lattice pylons which pass through or close to LCA D2 that are "*conspicuous landmarks in all directions*" means that the uppermost construction activities would play an incremental role above a very narrow section of the horizon which "*appears cluttered in places due to the variety of vertical elements of differing sizes…*" and would have a highly limited characterising influence upon this LCA.			
		Operation Year 1	In a similar manner to the elevated construction and crane activities have been assessed to provide a small scale distant visual presence, the chimneys (and occasional visible plume) and main building of the EfW CHP Facility have the potential to become a visual component in outward views as indicated in 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 LVIA Study Area (Volume 6.3)**. The scale of the EfW CHP Facility from within this LCA is illustrated in the wireline for Viewpoint 26 in **Figure 9.42b: Viewpoint 26: Folgate Lane, Walpole St Peter (Volume 6.3)** located just beyond the southern	Very Low	Neutral & long term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			boundary of this LCA. This visualisation demonstrates the Operational EfW CHP Facility's susceptibility to screening whilst the accompanying baseline photograph illustrates the numerous vertical elements present within the landscape. The small scale of the EfW CHP Facility in even the most open views towards a south-eastern horizon which is already interrupted by numerous vertical elements would result in its operation generating a very limited characterising influence.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Neutral & long term	Negligible - **Not Significant**
LCA D3: Terrington St. John	Medium	Construction	A minimum separation distance of ~5 km between the southern edge of this LCA and the EfW CHP Facility and the high levels of intervening screening provided by the built development within Wisbech results in there being no visual or perceptual effects pathways between the ground and low-level construction activities and this LCA. 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 LVIA Study Area (Volume 6.3)**, the elevated construction activities and cranes have the potential to generate indirect landscape effects through a visual presence from within a large proportion of this medium-sized LCA. However, their characterising role during the 36-month construction period for the EfW CHP Facility is likely to be limited because any elevated activities would always	Very Low	Neutral & long term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			be perceived behind, and in the context of, several other large scale vertical infrastructure elements already present under baseline conditions thereby reducing any adverse indirect landscape role to be incremental. There would be no direct or indirect effects upon LCA D3 due to construction of the UGC which would be located entirely outside the LCA. The magnitude of change from the elevated construction activities associated with the EfW CHP Facility would be Very Low			
		Operation Year 1	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 building and chimneys within LVIA Study Area (Volume 6.3)** indicates that the chimneys (and occasional visible plume) and main building of the EfW CHP Facility have the potential to become a visual component in outward views from within a large proportion of this LCA. The scale of the EfW CHP Facility from within the northern fringes of the LCA is illustrated in the wireline for Viewpoint 26 in **Figure 9.42b: Viewpoint 26: Folgate Lane, Walpole St Peter (Volume 6.3)** which demonstrates its susceptibility to screening. Whilst the distant presence of the EfW CHP Facility would be intensified slightly by the occasional visible plume, it would have a very limited characterising influence upon the character and key characteristics of this LCA given the baseline context in which vertical	Very Low	Neutral & long term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			infrastructure already plays a role and where "*Views in every direction across the area are dominated by rows of poplars and rows of communication masts…*".			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Neutral & long term	Negligible - **Not Significant**
LCA D4: Emneth, West Walton and Walsoken	Medium	Construction	LCA D4 is located at a minimum separation distance of ~1.5 km from the EfW CHP Facility Site although built form between the site and this LCA has the consequence that ground and low-level construction activities would not have a visual presence from a large proportion of this medium-sized LCA. Conversely, and 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 LVIA Study Area (Volume 6.3)**, the elevated construction activities and cranes have the potential to generate indirect landscape effects from within a large proportion of LCA D4. Their temporary presence would be most evident from within the open fenland part of the LCA located to the east of EfW CHP Facility Site within which the elevated construction activities would provide an incremental visual contrast with the rural landscape. They would provide additional vertical intrusion above the horizon, often visible 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,**	Low	Adverse & short term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			south of Chequers Corner, Emneth (Volume 6.3). From other, more distant parts of LCA D4, the elevated construction activities would have a very minor visual presence which would be susceptible to screening as indicated in the Photowire from Viewpoint 21 in **Figure 9.37b: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway (Volume 6.3)**. Minimal direct landscape effects would arise through the construction activities associated with central and northern sections of the UGC in the verge of the A47 over its six months' long construction period. Across almost the entirety of LCA D4 the presence of required plant and movement would be essentially imperceivable in the context of the busy A47 and widespread seasonal agricultural plant activities. The related six months' long presence of a construction compound close to the A47/B198 roundabout or to the north of Lynn Road would be small in scale and would also be likely to be of a comparable nature to agricultural activities throughout the LCA. The location of temporary features close to a busy transport route where perceptual qualities are reduced and where movement and highway lighting are common characteristics would reduce the level of contrast that the presence of the construction compound would have within the landscape.			
		Operation Year 1	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 building and chimneys within LVIA Study Area**	Low	Adverse & long term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			(Volume 6.3) indicates that the chimneys (and occasional visible plume) and main building of the EfW CHP Facility have the potential to become a visual component in south-eastern, eastern or north-eastern outward views from within a large proportion of LCA D4. An indication of the scale of the EfW CHP Facility from within the closest part of the LCA to the east of the site is illustrated in the photomontage for Viewpoint 16 in **Figure 9.32b: Viewpoint 16: Lady's Drove, south of Chequers Corner, Emneth (Volume 6.3).** This visualisation 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 LCA's baseline scenic quality 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 partial presence of the EfW CHP Facility 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 northern part of the LCA is indicated in the Photowire from Viewpoint 21 in **Figure 9.37b: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway (Volume 6.3)**. The small scale of EfW CHP Facility makes it susceptible to screening by intervening fore and middle			

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			ground vegetation and whilst its presence may be intensified slightly by the periodic plume, it would have a limited characterising influence upon the character and key characteristics of the more distant parts of LCA D4 given the baseline context in which vertical infrastructure already plays a role. Land cover across the construction compound at the substation and within the narrow corridor of the operational UGC alongside the A47 would have been reinstated by the operation phase and there would be no operational effects associated with these components of the Proposed Development. It is assessed that the magnitude of change would vary across LCA D4 with a low magnitude of change being sustained in the closest part around Emneth and Marshland St. James. The magnitude of change would reduce to very low for the more distant parts of LCA D4 in its southern part north of Outwell and its northern parts around West Walton and St. John's Highway which would be the majority of the LCA.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1 as no planting within or on the boundary of the EfW CHP Facility could reduce the visual presence of the tallest parts of the development even when mature given the separation distance to LCA D4.	Low	Adverse & long term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
LCA D5: Outwell	Medium	Construction	A minimum separation distance of ~5 km between this compact LCA and the EFW CHP Facility Site, has the consequence that there would be no visual or perceptual effects pathways between all ground and low-level construction activities and LCA D5. 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 building and chimneys within LVIA Study Area (Volume 6.3)** indicates that the upper construction and crane activities would potentially be visible from a moderate but fragmentary proportion of this LCA with screening often provided by the built form within the extensive linear settlements which form the core of this LCA. In occasional open views available towards the EfW CHP Facility Site, primarily from within the more open northern part of the LCA, the crane activities would form minor elements in north-western views. Where visible, these overtly man-made components could form an incremental (with the Cold Store and wind turbines to the west/south-west) small-scale visual contrast in the outward views from a small proportion of LCA D5 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.	Very Low	Adverse & short term	Negligible – **Not Significant**
		Operation Year 1	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 building and chimneys within LVIA Study Area**	Very Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			(Volume 6.3) shows that the chimneys and the upper section of the main building of the EfW CHP Facility could be visible above a narrow section of the north-western horizon from a moderate but fragmentary proportion of this LCA. The minor role of the operational EfW CHP Facility is shown in the Photowire from Viewpoint 19 (**Figure 9.35b: Viewpoint 19: The Common and Pius Drove, Upwell/Outwell area (Volume 6.3)**), an open view from within the northern part of the LCA which is a worst-case scenario. This illustrates the small-scale and incremental visual contrast, with a corresponding, but very small-scale urbanising effect upon the baseline high levels of scenic quality and sense of time depth and moderate levels of tranquillity, which would be increased slightly by the periodic presence of the plume, although when present the plume would almost always be directed away from LCA D5. Landscape effects would be typically restricted to within the more open peripheral parts of the LCA with the consequence that character and key characteristics within the core of LCA D5 would not be affected.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse & long term	Negligible – **Not Significant**
LCA E1: Tilney All Saints	Medium	Construction	A minimum separation distance of 9.5km between the western edge of LCA E1 and the EFW CHP Facility Site, results in there being no visual or perceptual effects pathways between all ground and low-level construction activities this LCA. Reference to the ZTVs in **Figures**	Very Low	Neutral & short term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			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 LVIA Study Area (Volume 6.3)** indicates that the cranes and tallest construction activities could have a very small-scale visual presence above a narrow proportion of the south-western horizon from within a large proportion of western part of this LCA. Their presence would be highly susceptible to screening by fore and mid ground vegetation or built form, but where visible, they would commonly be seen in context with other closer vertical elements thereby limiting their characterising influence. The distant presence of elevated activity throughout the 36 months' construction period would not dilute or alter qualities of LCA E1 such as the "*generally undisturbed, undeveloped character and related moderate to strong sense of remoteness and tranquillity*" as cited in the extant assessment.			
		Operation Year 1	In a similar manner to the elevated construction and crane activity having a small scale distant visual presence, the chimneys (and periodic plume) and main building of the EfW CHP Facility have the potential to become a minor visual component above a narrow proportion of the south-western horizon as indicated in 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 LVIA Study Area (Volume 6.3)**. Whilst the occasional visible plume may slightly increase the presence of the EfW CHP Facility, the	Very Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			operational development would play an incremental role within a landscape where "*Prominent vertical elements such as communication masts, orchards (both within the character area and looking across adjacent areas) and rows of poplar trees draw the eye in this large-scale continuous landscape*" is noted in the extant assessment. The distant visual presence would not dilute or alter qualities such as the "*generally undisturbed, undeveloped character and related moderate to strong sense of remoteness and* *tranquillity*" as cited in the extant assessment.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse & long term	Negligible – **Not Significant**
LCA E2: Saddlebow and Wormegay;	Medium	Construction	A minimum separation distance between the western edge of LCA E2 and the EfW CHP Facility Site of ~14.5km results in there being no visual or perceptual effects pathway between ground and low-level construction activity and this LCA. 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 building and chimneys within LVIA Study Area (Volume 6.3)**, which can be used as a proxy for the taller cranes and uppermost construction activity, indicates potential intervisibility between the construction works and parts of this LCA although this is largely absent from areas to	No Change	Not Applicable	No Effect

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			the immediate east of River Great Ouse and Relief Channel as the embankments alongside the watercourses restrict westerly views. Even from within the most open parts of LCA E2, the distant presence of elevated activities during the 36-month construction phase would be too small in scale to have any characterising role upon the character and key characteristics of this LCA.			
		Operation Year 1	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 building and chimneys within LVIA Study Area (Volume 6.3)** shows that the chimney (and occasional visible plume) and the upper section of the main building of the EfW CHP Facility would potentially be visible above a narrow section of the western horizon from within part of LCA E2, with intervisibility restricted along the western fringes as a consequence of the embankments alongside the north-south aligned watercourses which closely follow the LCA's western edge. The baseline view and wireline from Viewpoint 29 (**Figures 9.45a** & **b: Viewpoint 29: NCR 11/St. Peter's Road, Watlington (Volume 6.3)**) indicates the very small scale that would be assumed by the EfW CHP Facility at a distance of ~16 km and its susceptibility to screening by fore or mid-ground tree cover. Even in the most open views from within LCA E2, 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. Hence the character, key characteristics and	Very Low	Neutral & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			qualities such as the relatively strong sense of tranquillity within LCA E2 would not be changed. The slight variation in the magnitude of change from 'No Change' in the Construction Phase to 'Very Low' in the Operation Phase is due to the potential for the periodic presence of the plume.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Neutral & long term	Negligible – **Not Significant**
LCA E3: Wiggenhall St. Mary	Medium	Construction	The western edge of LCA E3 lies ~10km to the east of the EFW CHP Facility Site, hence there would be no visual or perceptual effects pathways between all ground and low-level construction activities and this LCA. Potential intervisibility with the elevated construction and crane activities could occur from within a large proportion of the LCA as indicated in 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 LVIA Study Area (Volume 6.3)** which can be used as a proxy for the cranes. However, at distances in excess of 10km, the elevated activities would have a small-scale distant presence above a narrow section of the south-western/ western horizon and would be susceptible to screening by any fore or mid-ground tree cover. In the most open views available from within the LCA, the cranes would represent an	Very Low	Adverse & short term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			incremental vertical element above the horizon, beyond any foreground communications poles and middle ground steel lattice pylons which cross the intervening landscape between LCA E3 and the EFW CHP Facility Site. Therefore, the elevated construction activities would have only limited characterising role upon the character and key characteristics of this LCA.			
		Operation Year 1	In a similar manner to the elevated construction and crane activities having a small scale distant visual presence, the chimneys (and occasional visible plume) and main building of the EfW CHP Facility would have the potential to become a minor visual component above a narrow proportion of the south-western or western horizon 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 Chimneys ZTV within LVIA Study Area** and **9.4ii Composite ZTV of the main building and chimneys within LVIA Study Area (Volume 6.3)**. Whilst the occasional visible plume may slightly increase the presence of the EfW CHP Facility, the operational development would play an incremental role within a landscape where "*Communication masts cutting through the fields and rows of poplars delineating roads and drains*" already provide a contrast with the flat character of the landscape and where "*The skyline appears cluttered in places….*" as recorded in the extant assessment. The small-scale, distant visual presence of the EfW CHP Facility would not dilute or alter qualities such as the relatively high levels of tranquillity and remoteness	Very Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			found within parts of this LCA and would have very limited characterising influence.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse & long term	Negligible – **Not Significant**
LCA E4: Marshland St. James	Medium	Construction	A minimum separation distance of ~6km between this LCA and the EFW CHP Facility Site, has the consequence of there being no visual or perceptual effects pathways for all ground and low-level construction activities and LCA E4. 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 building and chimneys within LVIA Study Area (Volume 6.3)** which can be used as a proxy for the cranes indicates that the upper construction and crane activities would potentially be visible from a high proportion of this LCA. The elevated construction activities would become small-scale minor elements above a narrow section of the north-western or westerly horizon from parts of LCA E4 where there is limited fore or middle ground vegetation, where construction activities would typically provide an incremental (with the steel lattice pylons) vertical contrast with the horizontal fenland landscape.	Low	Adverse & short term	Minor – **Not Significant**
		Operation Year 1	As indicated in the wireline and accompanying baseline photography from Viewpoint 24 in **Figure 9.40:**	Low	Adverse & long term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Viewpoint 24: Marshland Fen (Volume 6.3), from within a proportion of LCA E4, tree cover in the middle-distance would be sufficient to screen the majority of the operational EfW CHP Facility with the potential exception of the occasional visible plume. Within the remainder of the LCA, the EfW CHP Facility could have a small scale incremental vertical presence above the western or north-western horizon, emphasised slightly by any periodic plume. The very slight urbanising influence and vertical contrast of the operational EfW CHP Facility with the horizontal character is unlikely to be of a scale which would undermine the baseline "*Very strong sense of tranquillity*" and high level of remoteness present within this largely unsettled landscape.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year1 as no planting within or on the boundary of the EfW CHP Facility could reduce the visual presence of the tallest parts of the development even when mature.	Low	Adverse & long term	Minor – **Not Significant**
LCA E5: Downham West	Medium	Construction	A minimum separation distance of 12km between the western edge of LCA E5 and the EFW CHP Facility Site, results in there being no visual or perceptual effects pathways between all ground and low-level construction activities and LCA E5. Reference to the ZTVs in **Figures 9.2ii EfW CHP ZTV within LVIA Study Area**,	Very Low	Adverse & short term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			9.3ii Chimneys ZTV within LVIA Study Area and **9.4ii Composite ZTV of the main building and chimneys within LVIA Study Area (Volume 6.3)** indicates that the cranes and tallest construction activities could have a visual presence above a narrow proportion of the north-western horizon from within a large proportion of this compact LCA although built form within the linear settlements of Nordelph and Barroway Drove provides a degree of screening from areas of rural landscape to the south of the settlements. From parts of the LCA where a visual presence would occur, the elevated crane and construction activities would represent an incremental vertical element beyond the closer and more prominent steel lattice pylons which cross the intervening LCA E4 to the west and north-west. The very small scale of the construction activities at distances in excess of 12km makes them susceptible to screening by mid-ground vegetation and consequently they would have very limited characterising influence upon the character and key characteristics of this LCA.			
		Operation Year 1	As described for the construction phase, the chimneys and potentially the uppermost parts of the Boiler House within the EFW CHP Facility could have a visual presence from within a large proportion of this compact LCA which would be emphasised slightly by the occasional presence of the visible plume. The operational EFW CHP Facility would represent a small-scale incremental vertical element above a narrow section of the north-western horizon beyond the more prominent intervening pylons. This additional and minor	Very Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			vertical intrusion within the horizontal fenland landscape would not be of a scale that could have a characterising influence upon LCA E5, nor would it undermine existing moderate to high perceptions of tranquillity and remoteness present within the LCA away from the A1122.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1 as no planting within or on the boundary of the EfW CHP Facility could reduce the visual presence of the tallest parts of the development even when mature.	Very Low	Adverse & long term	Negligible – **Not Significant**
LCA E6: Hilgay Fen	High	Construction	A minimum separation distance of ~11.5km between the closest north-western edge of LCA E6 and the EfW CHP Facility Site results in there being no visual or perceptual effects pathways between all ground and low-level construction activities and LCA E6. Potential intervisibility with the cranes and tallest construction activities would be potentially available from within a moderate proportion of this LCA is 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 LVIA Study Area (Volume 6.3)** which is primarily concentrated across Upwell Fen to the north-west of the Old Bedford River. Intervisibility is more restricted from within the Hundred Foot Washes	Very Low	Adverse & short term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			and Hilgay Fen due to the screening role provided by embankments alongside the two parallel, linear watercourses (Old and New Bedford Rivers) which bisect this LCA. The very small scale of the construction activities above a narrow section of the north-western horizon at distances in excess of 11.5km, would make it susceptible to screening by mid-ground tree cover. Hence, the construction activities, over a 36-month period would have very limited influence upon the character and key characteristics of LCA E6.			
		Operation Year 1	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 LVIA Study Area (Volume 6.3),** the chimneys and potentially the uppermost parts of the Boiler House within the EFW CHP Facility could have a visual presence from within a moderate proportion of LCA E6, primarily concentrated across areas to the north-west of the Old Bedford River. Despite there being limited influence or precedent from other overtly man-made vertical infrastructure within the LCA, the separation distance means that the EFW CHP Facility would have a very small-scale visual presence which would be susceptible to screening by mid-ground tree cover. No other perceptual effects pathway could arise. This is demonstrated in the baseline photography and accompanying wireline from Viewpoint 28 (**Figure 9.44: Viewpoint 28: Welney Wildlife Trust Visitor Centre (Volume 6.3)**) at a distance of ~16km. Whilst	Very Low	Adverse & long term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			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*" present within this landscape.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse & long term	Minor – **Not Significant**
LCA E7: Welney River	Medium	Construction	LCA E7 is located at a minimum separation distance of ~9km from the EfW CHP Facility Site with the consequence that ground and low-level construction activities would not have a visual presence from within the LCA. 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 building and chimneys within LVIA Study Area (Volume 6.3)** which can be used as a proxy for the elevated construction activities, indicate that these may have a visual presence from within a large proportion of compact LCA E7 although the ZTVs become more fragmentary towards the southern end of the LCA where the embankments alongside the Old and New Bedford Rivers foreshorten views. The cranes and elevated construction activities have the potential to become a minor vertical element above a narrow section of the northern horizon that would be	Very Low	Adverse & short term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			susceptible to screening by intervening mid-ground tree cover. Their temporary presence would have limited characterising influence upon the character and key characteristics of LCA E7.			
		Operation Year 1	Review of 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 LVIA Study Area (Volume 6.3),** indicates that the chimneys and potentially the uppermost parts of the Boiler House within the EFW CHP Facility could have a visual presence from within a large proportion of this LCA. The separation distance means that these components would have a very small-scale visual presence which would be susceptible to screening by mid-ground tree cover. Whilst the occasional visible plume may slightly emphasise the distant presence of the EFW CHP Facility it would generally be directed away from LCA E7 i.e.,, to the north, the Proposed Development would not be of a scale that would have a characterising influence upon the character and key characteristics of LCA E7. Similarly, its operation would not alter baseline perceptions of tranquillity and remoteness within a landscape which already displays some recognised visual and aural detractors from tranquillity including traffic along the B1094, B1100 and the A1101.	Very Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse & long term	Negligible – **Not Significant**
LCA E8: Denver Sluice	Medium	Construction	The western boundary of this small LCA lies ~14.5km to the south-east of the EfW CHP Facility Site and consequently, all ground and low-level construction activities would be too small-scale to have any characterising role upon this LCA. Review of 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 LVIA Study Area (Volume 6.3)**, which can be used as a proxy for the taller cranes and uppermost construction activities, indicate fragmented intervisibility from within LCA E8 with embankments along the River Great Ouse, Relief Channel and Cut-off Channel limiting views westwards from parts of the LCA sited closest to these features. The very small scale of elevated construction activities would make them high susceptible to screening by intervening tree cover with the consequence that they would not have any characterising role upon the character and key characteristics of this LCA.	No Change	Neutral & short term	No Effect
		Operation Year 1	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 building and chimneys within LVIA Study Area (Volume 6.3)** shows that the chimneys (and periodic	Very Low	Neutral & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			plume) and the upper section of the main building of the EfW CHP Facility would potentially be visible above a narrow section of the north-western horizon from within a fragmented proportion of this LCA. 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 upon the character and key characteristics of LCA E8 nor would it alter the baseline moderate levels of perceptual qualities relating to tranquillity, remoteness and naturalness. The slight variation in the magnitude of change from 'No Change' in the Construction Phase to 'Very Low' in the Operation Phase is due to the potential for the periodic presence of the plume.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Neutral & long term	Negligible – **Not Significant**
LCA H1: Stow Bardolph	Medium	Construction	With a minimum separation distance of ~15km between the western edge of LCA H1 and the EfW CHP Facility Site, all ground and low-level construction activities would be too small in scale to have any characterising role upon this LCA. 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 building and chimneys within LVIA Study Area (Volume 6.3)**, which can be	No Change	Neutral & short term	No Effect

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			used as a proxy for the taller cranes and uppermost construction activities, indicates potential intervisibility between these activities and this LCA although this becomes fragmented in places as a result of screening from blocks of woodland. Even from within the most open areas of LCA H1, the distant presence of elevated activities during the 36-month construction phase would be too small in scale to have any characterising role upon the character and key characteristics of this LCA.			
		Operation Year 1	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 building and chimneys within LVIA Study Area (Volume 6.3)** shows that the chimney (and periodic plume) and the upper section of the main building of the EfW CHP Facility would potentially be visible above a narrow section of the western horizon from within a moderate proportion of the western part LCA (which is only partially located within the Study Area). The baseline view and wireline from Viewpoint 29 (**Figures 9.45a & b: Viewpoint 29: NCR 11/St. Peter's Road, Watlington (Volume 6.3)**) indicates the small scale of the EfW CHP Facility over a distance of ~16 km and its susceptibility to screening by fore or mid-ground tree cover. Even in the most open views from within LCA H1, 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. Hence, the character, key characteristics and qualities such as the strong to	Very Low	Neutral & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			moderate sense of tranquillity within LCA H1 would not be changed. The slight variation in the magnitude of change from 'No Change' in the Construction Phase to 'Very Low' in the Operation Phase is due to the potential for the occasional presence of the visible plume.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Neutral & long term	Negligible – **Not Significant**
South Holland LCTs						
Peaty Fens LCT	Medium	Construction	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 building and chimneys within LVIA Study Area (Volume 6.3)** indicates that the uppermost crane activities and most elevated construction activities would potentially be visible above a narrow section of the south-eastern horizon at a minimum separation distance of ~7.7km. Where visible, these overtly man-made components could form an incremental (with the pylons which cross the eastern part of the LCT) small-scale visual contrast 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 within this LCT. The separation distance would prevent views of any of the ground and lower-level construction activities so that they could not have any characterising role	Very Low	Adverse & short term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			during the 36-month construction period.			
		Operation Year 1	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 building and chimneys within LVIA Study Area (Volume 6.3)** shows that the chimneys (and occasional visible plume) and the upper section of the main building of the EfW CHP Facility would be visible above a narrow section of the south-eastern horizon from within a large proportion of the eastern part of the LCT. The lower components of the EfW CHP Facility would be highly susceptible to screening by intervening vegetation. As indicated by the wireline from Viewpoint 22 (**Figure 9.38: Viewpoint 22: PRoW in Parson Drove (Volume 6.3)**) at Parsons Drove, just beyond the eastern boundary of this LCT i.e., closer to the EfW CHP Facility, it could form a small-scale visual contrast, increased by the occasional presence of the plume which, when visible, would generally extend northwards, and therefore slightly undermine the LCT's moderate to strong sense of tranquillity and relative remoteness and would be an incremental intrusion (beyond the existing pylons) upon the "*largely uninterrupted skyline*". Most of the LCT's key characteristics would not be changed.	Low	Adverse & long term	Minor – **Not Significant**

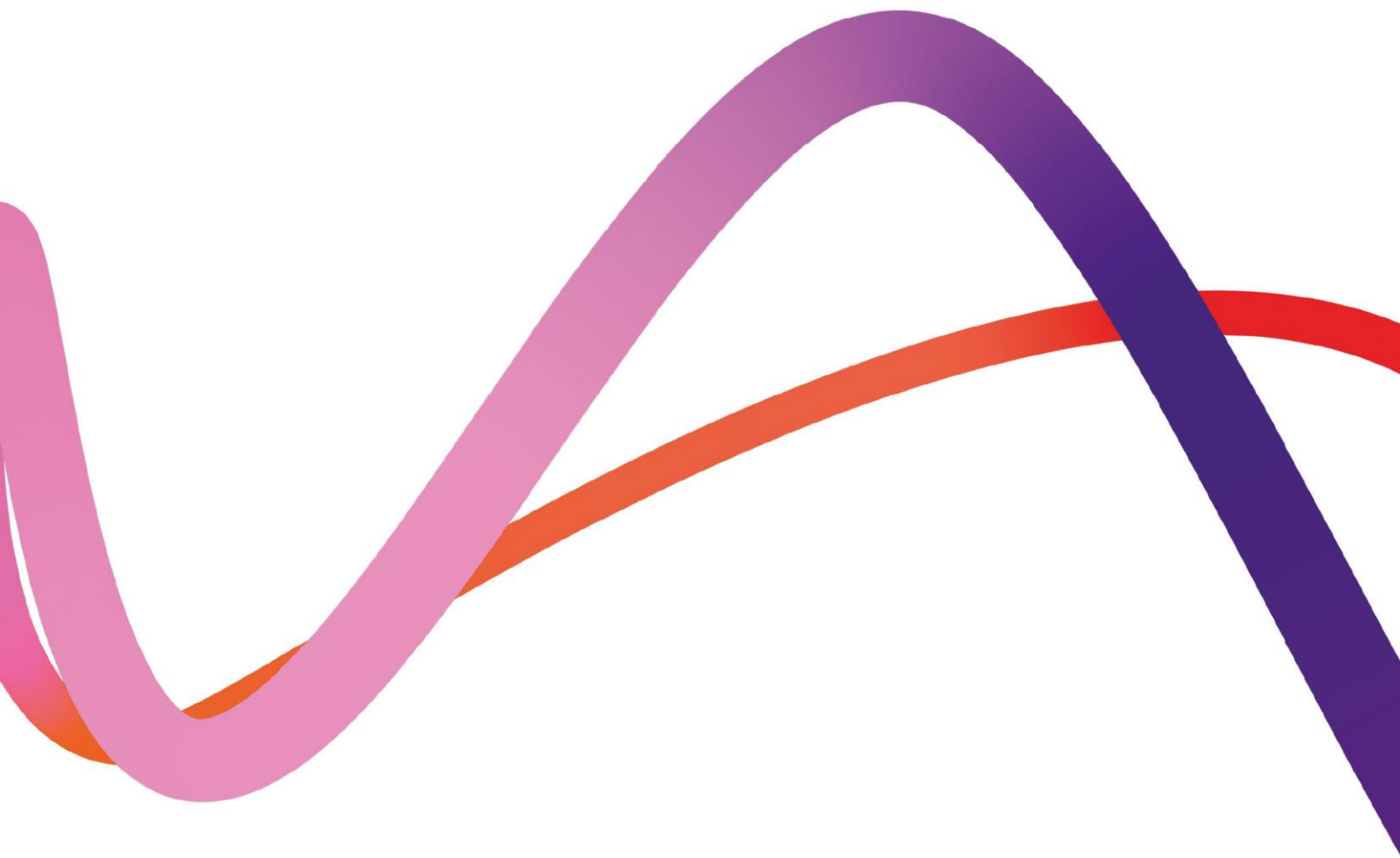
Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Low	Adverse & long term	Minor – **Not Significant**
Settled Fens LCT	Low	Construction	With a minimum separation distance of 9km, all ground and low-level construction activity associated with the EfW CHP Facility would be too small in scale and highly susceptible to screening, hence would have no characterising influence upon this extensive LCT. 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 building and chimneys within LVIA Study Area (Volume 6.3)** which can be used as a proxy for the elevated construction and crane activities, shows that these would have the potential to be visible from within a large proportion of parts of this LCT that cover the northern and north-western parts of the Study Area. This is a busy LCT which already contains a higher proportion of large-scale vertical infrastructure (pylons, power station and wind turbines) and lower levels of tranquillity and remoteness. Consequently, it is assessed that the distant and very small-scale presence of the uppermost construction and crane activities above a narrow section of the southern or south-eastern horizon would have very limited characterising influence upon this LCT.	Very Low	Neutral & short term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	In a similar manner to the preceding elevated construction and crane activities, having a small scale distant visual presence, the chimneys (and occasional visible plume) and main building of the EfW CHP Facility would have the potential to become visual components in outward views as indicated in 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 LVIA Study Area (Volume 6.3)**. The scale of the EfW CHP Facility from within this LCT is shown in the wireline for Viewpoint 27 (**Figure 9.43b: Nene Way on southern edge of Sutton Bridge (Volume 6.3)**), which indicates its susceptibility to screening from even limited vegetation in the fore- or middle ground whist the accompanying baseline photography confirms the description of the extent assessment of the "*main visual detractors are the 400kV and 132kV overhead lines on towers, electricity substations and power stations….".* Very low magnitudes of change would typically be found across the less settled western part of the LCT which share characteristics which are more in common with the neighbouring Peaty Fens LCT. The distant visual presence of the EfW CHP Facility would have no characterising role from within 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.	Very Low	Neutral & short term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Neutral & short term	Negligible - **Not Significant**
Peterborough LCAs						
LCA 4: Peterborough Fens	Medium	Construction	Separation distances to the EfW CHP Facility are a minimum of ~12km. Hence, any visual effects pathway would result in indirect landscape impacts upon visual and perceptual characteristics due to the elevated construction and crane activities only. All low-level construction activities would be too small in scale to be perceptible and have any influence upon the character and key characteristics of this LCA. The elevated construction activities would be visible as minor elements above a narrow section of the eastern/north-eastern horizon in the wide, open panoramic views that characterise this LCA and would often be present beyond the closer Wryde Croft wind turbines and overhead grid connection, both of which would continue to have a greater characterising role upon this LCA. Consequently, the temporary presence of distant vertical elements would be incremental to some detrimental baseline influences, and the key characteristics and landscape character would be unaffected.	Very Low	Neutral & short term	Negligible - **Not Significant**
		Operation Year 1	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 building and chimneys within LVIA Study Area (Volume 6.3)** indicates that the chimneys (and the	Very Low	Adverse & long term	Negligible - **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			occasional visible plume) and potentially the upper section of the main building of the EfW CHP Facility would be minor visual elements low on the eastern/north-eastern horizon in the wide, open panoramic views that characterise this LCA. These components would possess a scale that would be similar to that indicated by the wireline from Viewpoint 30 (**Figure 9.46b: Viewpoint 30: Nene Washes NNR Car Park at Eldernell (Volume 6.3)**), located just to the south of this LCA. Whilst the distant presence of the EfW CHP Facility could be exacerbated by the occasional visible plume, it would not have a characterising influence upon the character and key characteristics of this LCA, given that other large-scale vertical infrastructure is already present within, or closer to, the LCA. Similarly, the distant presence of the EfW CHP Facility would not dilute the existing and varying levels of tranquillity, remoteness and naturalness within the LCA as reported in the Sensitivity Assessment for LCA 4: Peterborough Fens in **Appendix 9E: Landscape Sensitivity Assessments (Volume 6.4)**.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse & long term	Negligible - **Not Significant**

*As determined in the Landscape Character Sensitivity Assessments in **Appendix 9E**.



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Combined Heat and Power Facility

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Environmental Statement Chapter 9 Landscape and Visual Appendix 9H Townscape Character Assessment Tables

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

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Appendix 9H
Townscape Character Assessment Tables

Contents

1. Assessment of Townscape Effects

1.1.1 The assessment of effects upon the character and key characteristics of the townscape character areas as defined in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)** is set out in **Table 9H.1**: **Assessment of effects: Townscape Character**. This table assesses the effects of the Proposed Development for the construction phase, at Operation Year 1 and Operation Year 15.

Table 9H.1 Assessment of effects: Townscape Character

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
TCA1: The Brinks and Old Market	Medium	Construction	The TCA's southern boundary is located ~950m to the north of EfW CHP Facility Site. This separation distance allied with the high incidence of built form within the intervening townscape means that there would be no visual or perceptual effects pathways between the ground and low-level construction activities within the EfW CHP Facility Site and CHP Connection and TCA1. Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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)** also 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 (**Figure 9.23a: Viewpoint 7: North Brink at Elgood's Brewery (Volume 6.3)**). The cranes and upper construction	Low	Adverse & short term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			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 Wisbech Retail, Industrial and Commercial Development TCA, especially the large buildings in the Purina 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 could be slightly reduced by the visual presence of cranes and associated sense of change from within a limited proportion of this TCA, but the separation distance and intervening area being entirely urbanised means that the magnitude of change would not exceed low.			
		Operation Year 1	Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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 also **Figure 9.6: Visible Plume ZTV (Volume 6.3)** in relation to the occasional visible plume, indicates limited intervisibility between the operational EfW CHP Facility Site and a large proportion of TCA1 for the reasons outlined for the construction phase. The effectiveness of screening of views towards the EfW CHP Facility Site is shown in the visualisation from Viewpoint 10 in **Figure 9.26b: Viewpoint 10: Southern frontage of Peckover House on North Brink (Volume 6.3).** The visualisation in **Figure 9.23b: Viewpoint 7: North Brink at Elgood's**	Low	Adverse & long term	Minor – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Brewery (Volume 6.3) from Viewpoint 7 located towards the southern periphery of this TCA illustrates that although there is no visual relationship with the CHP Connection route, the upper sections of the main building, the chimneys and the occasional visible plume of the EfW CHP Facility Site would have a 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 this TCA, whilst there would be minimal effects on other perceptual qualities such as tranquillity which is already influenced 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.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Low	Adverse & long term	Minor – **Not Significant**
TCA2: Wisbech Town Centre Conservation Area	Low	Construction	A separation distance of ~1.5km between the southern edge of this TCA and the EfW CHP Facility Site allied with the dense built form that occupies the intervening townscape, has the consequence of there being no visual or perceptual effects pathways between the ground and low-level construction activities and this TCA. Refence to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW**	No Change	Not Applicable	No Effect

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			CHP Facility, 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) also indicates a very limited potential for intervisibility with the cranes and upper most construction activities. This is a TCA whose key characteristics include a "*Strong sense of visual and physical enclosure"* as recorded in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)** and there would be no change to the character and key characteristics of this TCA as a result of the construction phase of the Proposed Development or upon perceptual qualities which are already influenced by frequent traffic on the B198 and A1101.			
		Operation Year 1	Refence to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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 also **Figure 9.6: Visible Plume ZTV (Volume 6.3)** in relation to the occasional visible plume indicates a highly fragmented and limited distribution of the EfW CHP Facility Site's main building and chimneys ZTVs in this part of Wisbech demonstrating the visual role of the '*tight knot urban grain*' in the centre of Wisbech. This characteristic would also impede perception of the infrequently present occasional visible plume even if it were to be aligned in the required northern direction. The high levels of enclosure and baseline low levels of tranquillity	No Change	Not Applicable	No Effect

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			has the consequence that there would be no change to the character and key characteristics of this TCA including its' strong sense of time depth as a consequence of the operation of the EfW CHP Facility to the south or the CHP Connection to the south-west.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	No Change	Not Applicable	No Effect
TCA3: Bowthorpe Conservation Area	Medium	Construction	The intervening built form between TCA 3 and the EfW CHP Facility Site located a minimum of 1.8km to the south results in there being no visual or perceptual effects pathways between the ground and low level construction activities and this TCA. Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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)** which can be used as a proxy for the elevated construction and crane activities, shows that these elevated works have the potential to be visible from within a very limited and fragmentary proportion of this TCA concentrated within Wisbech Park. However, as illustrated in **Figure 9.27b: Viewpoint 11: Wisbech Park (Volume 6.3)** from Viewpoint 11 within Wisbech Park, the high incidence of built form and tree cover means that even elevated construction activities, at a separation distance of ~2km, would not be visible.	No Change	Not Applicable	No Effect

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	As described for the construction phase and as demonstrated in in **Figure 9.27b: Viewpoint 11: Wisbech Park (Volume 6.3)** from Viewpoint 11, the "*Moderate sense of enclosure from adjacent built development and mature tree cover*" which is described as a key characteristic of this TCA in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4),** results in there being no visual effects pathway between TCA 3 and the EfW CHP Facility Site and CHP Connection to the south. This is reinforced by the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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)** in relation to the occasional visible plume**.** The latter could be a very infrequent presence if meteorological conditions were suitable for it to approach its maximum height and length parameters in the daytime and to be aligned to the north or north-east. The separation distance also has the consequence of there being no effects on perceptual qualities such as tranquillity which is already adversely impacted by road traffic and adjoining land-uses as recorded in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)**.	No Change	Not Applicable	No Effect
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	No Change	Not Applicable	No Effect

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
TCA4: Central Pre-Twentieth Century Residential Development	Low	Construction	The TCA's southern boundary is located ~1.5km to the north-east of the EfW CHP Facility Site. The intervening flat landscape and prevalence of built form between TCA 4 and the EfW CHP Facility Site, results in there being no visual or perceptual effects pathways between the ground and low-level construction activities and this TCA. Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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)** which can be used as a proxy for the elevated construction and crane activities, shows that these elevated works have the potential to be visible from within a highly limited and fragmentary proportion of this TCA where the "*density of development and presence of built development in adjoining urban areas provides a relatively enclosed character to this TCA, especially within the shorter cul-de-sacs and moderately extended along the wider main roads where straighter sections allow slightly extended views*" is recorded in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)** and where "*Limited views in and out of TCA*" is noted as a key characteristic and hence are unlikely to have a characterising influence upon TCA4.	No Change	Not Applicable	No Effect
		Operation Year 1	The highly fragmented and limited distribution of the EfW CHP Facility's main building and chimneys ZTVs from within TCA4 is shown in the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main**	No Change	Not Applicable	No Effect

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.4i: Composite ZTV of the main building and chimneys within 5km of the centre of the main building at the EfW CHP Facility whilst **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows the limited intervisibility with occasional visible plume if it were to attain close to its maximum potential height and length parameters. Hence it is unlikely that the EfW CHP Facility to the south-west or the CHP Connection to the south-west would have any characterising influence upon the character and key characteristics of this TCA.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	No Change	Not Applicable	No Effect
TCA5: Twentieth Century Residential and Institution Development	Low	Construction	Whilst the TCA's south-western boundary extends to within ~500m of the main building at the EfW CHP Facility Site, the flat topography and intervening built form has the consequence that ground and low-level construction works associated with the EfW CHP Facility Site and the CHP Connection would have highly limited characterising influence upon this TCA. As indicated by the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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)** which can be used as a proxy for the elevated construction and crane activities, there is limited intervisibility	Low	Adverse & short term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			between these elevated works and the majority of TCA 6 where "*a relatively high density of built development within the TCA and adjoining urban areas provides a moderately enclosed character to this TCA*", as recorded in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)**. 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. From these areas, the upper sections of cranes and construction activity would have an occasional visual presence above the rooftops of the intervening Wisbech Industrial Estate that forms TCA 8. However, their presence would not fundamentally alter the character, key characteristics or perceptual qualities of this TCA.			
		Operation Year 1	The relatively high density of built development, allied with almost flat topography and few open spaces results in most views being internal and enclosed as reflected in the ZTVs for the EfW CHP Facility Site in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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).** From the more open areas of TCA around Thomas Clarkson Academy, the occasional visible plume, chimneys and upper sections of the main building would potentially have a visual presence above the Wisbech Industrial Estate that	Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			forms TCA 8. An indication of the role that the EfW CHP Facility would possess is indicated in the Photowire from Viewpoint 4 in **Figure 9.20b: Viewpoint 4: Northern end of New Drove (Volume 6.3)** located within the south-western part of this TCA. The occasional visual presence of the EfW CHP Facility from within a small proportion of this TCA and context within which it would be viewed (i.e., beyond an area dominated by established light industry land uses and warehousing) has the consequence that the EfW CHP Facility would have limited characterising influence upon the character, key characteristics or perceptual qualities of this TCA. The CHP Connection to the west would have no characterising influence upon the character and key characteristics of this TCA.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Low	Adverse & long term	Negligible – **Not Significant**
TCA6: Twenty First Century Riverside Residential Development	Low	Construction	Whilst the EfW CHP Facility Site is located at a minimum separation distance of ~450m to the south-east of this TCA, the high levels of intervening built form within the Wisbech Retail Park means that ground and low-level construction works associated with the EfW CHP Facility and the CHP Connection would have highly limited characterising influence upon this TCA. Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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)** which	Low	Adverse & short term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			can be used as a proxy for the elevated construction and crane activities, shows that these elevated works could have a visual presence above the rooftops of the bungalows which are prevalent within this TCA to the north-east of Weasenham Lane. The presence of the elevated activities, in the latter part of a 36-month period would have limited characterising influence over this TCA which is described in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)** as being a largely "*inward facing estate*" and where "*glimpses of the upper parts of development within the Wisbech Retail Park*" are already form part of the character thereby reducing visual contrast. The closest southern and eastern periphery of the TCA are already "*strongly influenced by the regular traffic along the B198 and activity from the Wisbech Retail Park*" and as a consequence, construction activities would have limited effects upon perceptual qualities.			
		Operation Year 1	As described for the construction phase, the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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)** indicate potential intervisibility with the infrequently present occasional visible plume, chimneys and upper sections of the main buildings of the EfW CHP Facility from within a proportion of this TCA. The intervening area of TCA 8 is dominated by medium and large scale	Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			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 (as indicated in the photomontage in **Figure 9.18b (Volume 6.3)** from Viewpoint 2 to the south of the TCA) may emphasise this surrounding land use and contrast slightly with the smaller scale residential land use and urban grain which defines this TCA, but would be unlikely to fundamentally alter the character or key characteristics of TCA 6 or its perceptual qualities.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Low	Adverse & long term	Negligible – **Not Significant**
TCA7: Outlying Residential Areas	Low	Construction	This is a TCA which displays a "*Typically good sense of enclosure with developments parcels often bounded by mature tree belts and hedgerows limiting views out*" as recorded as a key characteristic in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)**. As a consequence, the ground and low-level construction works associated with the EfW CHP Facility and the CHP Connection would have no characterising influence upon this TCA. Review of the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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 some partial and fragmented intervisibility with the elevated crane	Very Low	Adverse & short term	Negligible – **Not Significant**

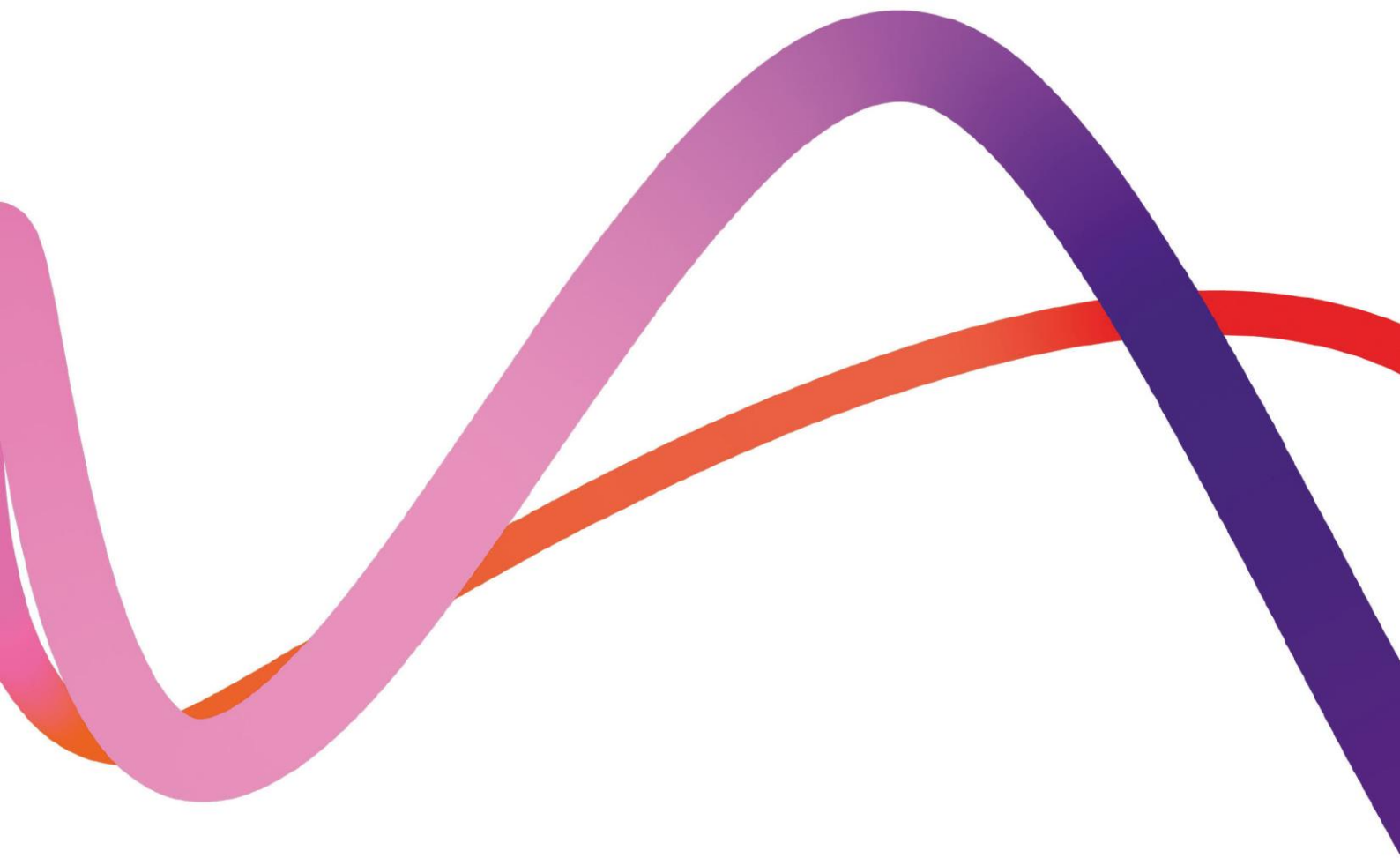
Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			and construction activity from within open spaces along the southern edge of the TCA. However, a minimum separation distance of ~700m and the high incidence of screening provided by hedgerows and tree cover, means that the occasional visual presence of cranes from within a small proportion of this TCA in the latter part of the construction phase would have a highly limited characterising influence upon the character, key characteristics or perceptual qualities of TCA 7.			
		Operation Year 1	The ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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)** indicate potential intervisibility between the infrequent presence of the occasional visible plume, chimneys and upper part of the main building of the EfW CHP Facility and open spaces within the southern part of this TCA. **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)** notes that "*Views outwards are often restricted by belts of planting along adjoining agricultural land*" and that "*there are no key views south towards the Proposed Development Area*." As a consequence, the occasional views from within a proportion of this TCA in which the EfW CHP Facility may have a visual presence would not be of a scale or extent which would alter the character, key characteristics or perceptual qualities of TCA 7.	Very Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse & long term	Negligible – **Not Significant**
TCA8: Wisbech Retail, Industrial and Commercial Development	Low	Construction	This is the host TCA for the EfW CHP Facility, CHP Connection, Water Connections and Access Improvements and as a consequence would be subject to high levels of activity, plant and a continual series of changes throughout the 36 months construction programme. However, this would 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*" are 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. Ground/low level and, more extensively in the latter parts of the construction phase, elevated construction activities, would have a visual presence from within a good proportion of TCA 8. However, they would have limited influence upon its character which is defined by large scale warehouses and a variety of industrial and commercial land-uses.	Low	Adverse & short term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main building in the EfW CHP Facility, 9.3i: Chimneys ZTV within 5km of the centre of the main building in the EfW CHP Facility, 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 that the EfW CHP Facility could have a visual presence from within a large part of the southern sub-area of TCA8, but that more limited intervisibility would be had with the smaller sub-area is located to the north of the town centre. As indicated in the visualisations from Viewpoints 1 and 2 in **Figures 9.17b: Viewpoint 1: Eastern end of New Bridge Lane** and **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. This role would be infrequently emphasised by the occasional visible plume, although the required combination of meteorological conditions required for its generation would be more likely to arise at night. However, the EfW CHP Facility's buildings and chimneys would not represent an uncharacteristic attribute and instead would intensify the role already played by large scale warehousing (the 36m high Cold Store) along the southern edge of this TCA. Similarly, any traffic movements associated with the operational EfW CHP Facility would be incremental within an already busy TCA. The CHP Connection routed within a former railway corridor bound either side by industrial land uses has the consequence that it would have limited characterising influence restricted to a small part of the TCA.	Low	Adverse & long term	Negligible – **Not Significant**

Receptor	Sensitivity*	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Low	Adverse & long term	Negligible – **Not Significant**

* As determined in the Townscape Character Sensitivity Assessments in **Appendix 9F (Volume 6.4)**



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Combined Heat and Power Facility

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

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Appendix 9I
Viewpoint Assessment

Contents

1. Introduction

1.1.1 This appendix sets out the viewpoint assessment for the 30 viewpoints agreed with consultees, the locations of which are illustrated in **Figures 9.14i: Viewpoint locations within 5km of the centre of the main building at the 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)**. Annotated baseline daytime photographs from the 30 viewpoints are shown in **Figures 9.15i** to **9.15xxx (Volume 6.3).**

1.1.2 Photomontage and Photowire visualisations have been prepared in accordance with Visual Representation of Development Proposals - Technical Guidance Note 06/19 published by the Landscape Institute in September 2019. Further details are provided at **Appendix 9L: Visualisation Methodology (Volume 6.4).**

1.1.3 Type 4 Photomontage visualisations have been prepared from Viewpoints 2, 5, 6, 7, 8, 9, 12, 13 and 16 are presented in **Figures 9.18, 9.21, 9.22, 9.23, 9.24, 9.25, 9.28, 9.29** and **9.32 (All Volume 6.3)**. Type 4 Photowire visualisations have been produced from Viewpoint 1 and the remainder of the closer range viewpoints where no significant effects are predicted i.e., Viewpoints 3, 4, 10, 11, 15, 18, 19 and 21 which are presented in **Figures 9.17, 9.19, 9.20, 9.26, 9.27, 9.31, 9.34, 9.35** and **9.37 (All Volume 6.3)**. Type 3 Photowire visualisations from the more distant viewpoints 22-30 are presented in **Figures 9.38** to **9.46 (All Volume 6.3)**. This sub-division of visualisation types was agreed during post PIER consultation with Cambridgeshire County Council in January 2022.

1.1.4 Each visualisation is presented on two sheets – the first sheet a: Existing view comprising baseline photography and the second sheet b: Visualisation comprising a Photowire or photomontage, depending on the viewpoint, as set out above.

1.1.5 No visualisations have been produced for Viewpoints 14, 17 and 20 as these viewpoints were included in the PIER exclusively to show earlier iterations of the grid connection that were to have been routed above ground. The final Proposed Development utilises a grid connection that will be undergrounded along its entire route, however Viewpoints 14, 17 and 20 have been retained in the ES for consistency and are presented as an Existing view only as **Figures 9.30, 9.33** and **9.36 (All Volume 6.3)**.

2. Viewpoint Assessment Tables

2.1.1 The viewpoint assessments for the 30 viewpoints are presented in **Tables 9I.1** to **9I.30**.

Table 9I.1 Viewpoint 1 – Eastern end of New Bridge Lane

Viewpoint Information	
Viewpoint OS grid reference:	545596, 307642
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo - **Figure 9.15i: Viewpoint Photograph 1: Eastern end of New Bridge Lane** Existing view and Photowire – **Figures 9.17a & b: Viewpoint 1: Eastern end of New Bridge Lane**
Distance to chimneys in the EfW CHP Facility:	0.28km
Visual Receptor groups located at or close to Viewpoint:	Road users on New Bridge Lane (cul-de-sac) – likely restricted to residents and visitors to No. 10 New Bridge Lane. Potential informal use by local people on foot/cycle.
Visual Receptor sensitivity:	**Medium**. The susceptibility is medium as users of the cul-de-sac road comprise a small number of private residents (views from dwellings assessed separately) and potentially informal use by local people, (but it is not a public right of way). Value is medium noting some detractive elements present on the edge of the industrial estate.
Description of Baseline View	
The periphery of the Wisbech Industrial Estate, off Algores Way, is bordered by rough grassland that dominates the foreground and middle ground of the view. A drainage ditch runs parallel to New Bridge Road in the foreground. The dark coloured Waste Reception Building (WRB) at the northern end of the site of the main building at the EfW CHP Facility is visible beyond an isolated section of boundary hedgerow. Secondary aggregate storage, surrounded by a low-level bund is visible to the south of the WRB in an open yard, where crushing activity takes place. A mature poplar tree plantation with understorey scrub is located at the south-east corner of the EfW CHP Facility Site and adjoining Local Authority land closest to the viewer, adjacent to New Bridge Lane. The bungalow at 10 New Bridge Lane and associated outbuildings are partially visible in the far left of the view. In the background of the view, warehouses and associated infrastructure including storage tanks are visible on the edge of the industrial estate on the skyline, which combine with the flat landform to prevent longer-range views. The Partner Logistics Cold Store building (the 'Cold Store') is a 33m high building located ~40m east of the viewpoint, set behind the viewer. This large-scale structure is the dominant built element experienced by people travelling in both directions along New Bridge Lane.	

Description of Changes in the View during the Construction Phase

Phase 1 comprises a three months' set up period that would include demolition of the WRB and any other structures and set up of the temporary construction compound including site offices (up to two storeys high), stores and car parking. The compound would be enclosed by a 1.8-2.4m high perimeter fence with a temporary soil bund along its eastern boundary.

Phase 2 covers a six months' period where some of the access improvements to the western section of New Bridge Lane would be visible. A proportion of poplar trees and scrub at the south-eastern corner of the EfW CHP Facility Site would be removed partly opening up views in this section of the view, although the retained proportion would consist of the closer eastern trees and scrub.

The Phase 3 Civils works are programmed to last 34 months and include levelling of the EfW CHP Facility Site, excavation of the bunkers and piling of foundations resulting in views of vehicles, associated plant and excavated material associated with this activity. The following construction phases involve M&E works and plant installation over a two-year period. The construction of the buildings would utilise mobile and fixed plant, including up to three tower cranes measuring 75m in height, six mobile cranes and three crawler cranes. A 95m high crane would be required for a short period at the end of the construction phase to complete the chimneys. Views of HGVs entering and exiting the access point onto New Bridge Lane would also be available. The closest section of New Bridge Road would be temporarily excavated to facilitate the construction of the western-most section of the UGC and the water connection before backfilling.

Magnitude of visual change: **High**	Type of effect: **Adverse & short term**	Significance: **Major – Significant**

Description of Changes in the View at Operation Year 1

The main building of the EfW CHP Facility includes the tipping hall and boiler house and would be up to 52m tall and together with the proposed chimneys (up to 90m high), would represent the most prominent built elements in the view. Other large buildings that have a notable contribution to overall massing include the waste bunker building (up to 38.5m high), switch gear building north (up to 35m high), Air Pollution Control Building (up to 37m high), Air Cooled Condenser (30m high) and Turbine Hall (27m high).

The detailed architectural design minimises their overall massing within the functional requirements of the EfW CHP Facility and utilises appropriate external cladding materials and colours to reflect the surrounding context. The completed development, whilst unavoidably dominant at this viewpoint location, would be perceived within the wider context of the industrial estate including other large-scale industrial buildings, most notably the nearby 33m high Cold Store (outside the field of view).

There is the potential for the creation of low-level earth mounding along parts of the EfW CHP Facility Site perimeter, in addition to the erection of a permanent perimeter security fence. These measures, as well as limited tree planting to the west of the vehicle queuing area that is contained in the landscape mitigation plan, may reduce visibility of some ground level activity associated with the operational phase, from this viewpoint.

Beyond the site boundary there would be views of HGV movements from the main access along the more distant western section of New Bridge Lane.

Appendix 3A: Outline Lighting Strategy (Volume 6.4) confirms that external lighting will be restricted ground and low-level lighting designed to minimise light spill beyond the boundary of the operational EfW CHP Facility. There would be no lighting mounted upon or illuminating the middle and upper sections and facades of the buildings which would minimise their presence under night-time visual conditions.

The occasional visible plume would be infrequently visible. Its presence, height, direction and length would all be dependent upon a combination of prevailing and readily changeable meteorological conditions. On the very few occasions when its maximum potential parameters were present the plume be visible for a short period of time, although the conditions required for it to be present would be more likely to arise at night.		
Magnitude of visual change: **High**	Type of effect: **Adverse & long term**	Significance: **Major - Significant**
Description of Changes in the View at Operation Year 15		
The limited amount of tree planting set out in the landscape strategy will have become well-established, but their screening role will be minimal in views from this viewpoint. Given the dominant scale of the main building and chimneys, it is unlikely that there would be any notable changes compared with the view experienced at Operation Year 1, sufficient to reduce the overall magnitude of visual change.		
Magnitude of visual change: **High**	Type of effect: **Adverse & long term**	Significance: **Major - Significant**

Table 9I.2 Viewpoint 2 – Lidl Carpark west of Cromwell Road

Viewpoint Information	
Viewpoint OS grid reference:	545338, 308472
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo - **Figure 9.15ii: Viewpoint 2: Lidl Carpark west of Cromwell Road** Existing view and photomontage – **Figures 9.18a & b: Viewpoint 2: Lidl Carpark west of Cromwell Road** Annotated baseline photo - **Figure 9.16i: Viewpoint 2: Lidl Carpark west of Cromwell Road (night)**
Distance to chimneys in the EfW CHP Facility:	0.60km
Visual Receptor groups located at or close to Viewpoint:	Visitors to supermarket and nearby retail outlets within Wisbech (Belgrave) Retail Park. Nearby views from rear upper floor windows of properties on Ellerby Drive are assessed separately in **Appendix 9K: Residential Visual Amenity Assessment** (as well as in **Appendix 9J: Visual Assessment Tables (both Volume 6.4)**).
Visual Receptor sensitivity:	**Low**. Visitors to the Retail Park are of low susceptibility and the views have low value.
Description of Baseline View	

The periphery of the supermarket car park in the foreground of the view is enclosed by low clipped shrubs and occasional trees. Frequent lighting column standards are located within the supermarket car park and along the B198 Cromwell Road corridor that passes through the middle ground of the view. The signalised crossroads at the busy junction with Sandown Road in the centre of the view identifies the primary access from the B198 to the Wisbech (Belgrave) Retail Park. Prominent commercial signage is located on the frontage of the retail premises and additional signage posts are present, which together with lighting columns and frequent vehicle movements combine to create a cluttered urban scene. The backdrop to the view towards the EfW CHP Facility Site is formed by warehouse units on the skyline, with longer range views restricted by these warehouse units, combined with the flat landform.

Description of Changes in the View during the Construction Phase

The construction activity on the EfW CHP Facility Site would be effectively screened by the intervening Wisbech (Belgrave) Retail Park warehouses. The principal construction elements that would gradually become visible above a proportion the background formed by the warehouses would be the upper sections of cranes, and the upper parts of the main building of the EfW CHP Facility and chimneys. These elements would only become visible towards the end of the construction phase.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & short term**	**Negligible - Not Significant**

Description of Changes in the View at Operation Year 1

The chimneys and upper parts of the main building of the EfW CHP Facility and would be clearly visible against the sky above the existing warehouse units within the Wisbech (Belgrave) Retail Park. They would occupy a relatively modest ~15 horizontal degrees of the view. Views of the main building would also be partially filtered by occasional tree cover within the intervening car park and interrupted by lighting columns. Visibility would be further reduced in summer when the trees are in leaf. The architectural design seeks to minimise overall massing within the functional requirements of the EfW CHP Facility and considers appropriate external cladding materials and colours to reflect the surrounding context.

There is the potential for the presence of the occasional visible plume to increase the magnitude of visual change and overall effect on the severely limited number of occasions when meteorological conditions would facilitate its being visible in daylight hours.

Magnitude of visual change:	Type of effect:	Significance:
Medium	**Adverse & long term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from the View at Operation Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Medium	**Adverse & long term**	**Minor - Not Significant**

Table 9I.3 Viewpoint 3 – North Brink south of Mile Tree Lane

Viewpoint Information	
Viewpoint OS grid reference:	544888, 308115
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo - **Figure 9.15iii: Viewpoint 3: North Brink south of Mile Tree Lane** Existing view and Photowire – **Figures 9.19a & b: Viewpoint 3: North Brink south of Mile Tree Lane**
Distance to chimneys in the EfW CHP Facility:	0.63km
Visual Receptor groups located at or close to Viewpoint:	Walkers on North Brink using the Nene Way long distance footpath and other road users (vehicular Receptors).
Visual Receptor sensitivity:	**High**. Walkers along North Brink are of high susceptibility and the views are of medium value.

Description of Baseline View

The foreground of the view is dominated by the profiled steel façade of the River Nene flood prevention barrier, restricting views of the river beyond. The large-scale Tesco supermarket warehouse off B198 Cromwell Road extends across the skyline in the middle ground of the view. A ~3m high timber close-board fence screens the service yard of the supermarket warehouse and tree planting and lighting columns are located at intervals along the adjacent roadside verge. A brick-built property on the South Brink dating from the 19th century is located on the far right of the view overlooking the River Nene. Between the residential property and the supermarket warehouse there is a narrow, framed view along New Bridge Lane to the red tiled roofscape of the eye clinic buildings, located off the B198 Cromwell Road.

Description of Changes in the View during the Construction Phase

No change predicted from baseline view as vehicular activity and the cranes would be screened by intervening buildings. 95m high crane activities to complete the erection of the chimneys would also be screened.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**Neutral & short term**	**None - Not Significant**

Description of Changes in the View at Operation Year 1

The uppermost parts of the chimneys would be screened by the supermarket warehouse building that dominates the middle ground of the view. There would be potential for the periodic presence of the occasional visible plume, on the severely limited number of occasions when meteorological conditions would facilitate its being visible in daylight hours, to increase the magnitude of visual change and overall effect. No other components of the operational EfW CHP Facility would be visible including traffic and the operational lighting.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**
Description of Changes in the View at Operation Year 15		
No changes are predicted from Operation Year 1.		
Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor -Not Significant**

Table 9I.4 Viewpoint 4 – Northern end of New Drove

Viewpoint Information	
Viewpoint OS grid reference:	546339, 308135
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15iv: Viewpoint 4: Northern end of New Drove** Existing view and Photowire – **Figures 9.20a & b: Viewpoint 4: Northern end of New Drove**
Distance to chimneys in the EfW CHP Facility:	0.74km
Visual Receptor groups located at or close to Viewpoint:	Residents of properties at the northern end of New Drove/Weasenham Lane, pupils and staff at nearby Thomas Clarkson Academy and road users.
Visual Receptor sensitivity:	**Medium**. Residents are of high susceptibility and views are of low value (as they mainly consist of industrial buildings).

Description of Baseline View

The foreground of the view is dominated by parked cars on New Drove Road, close to terraced properties that have narrow front gardens. The units within the Wisbech Industrial Estate dominate the view and the closest units comprise single storey flat roofed brick buildings with roller shutter doors, surrounded by palisade steel security fencing and current uses including a vehicle repair unit. Larger portal framed warehouses with steel cladding and cement fibre and steel roofs are set back into the industrial estate, with the upper parts of the roofscape partially visible on the skyline. More distant views are curtailed by the high density of buildings and flat landform. The Cold Store (33m high) is visible in the far left, being partly screened by intervening tree planting. Frequent vertical man-made infrastructure is prevalent and includes telegraph poles, lighting columns and other miscellaneous structures including a rooftop aerial and flagpole.

Description of Changes in the View during the Construction Phase

The ground and lower -level construction activities on the EfW CHP Facility Site would be fully screened by the intervening buildings. The construction of the buildings would utilise mobile and fixed plant, including up to three tower cranes measuring 75m in height, six mobile cranes and three crawler cranes. A 95m high crane would be required for a short period at the end of the construction phase to complete the chimneys.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Negligible - Not Significant**

Description of Changes in the View at Operation Year 1

The upper parts of the chimneys only would be visible against the sky, set above the intervening buildings. The chimneys in the background of the view would be perceived within the context of other closer vertical infrastructure associated with the Wisbech Industrial Estate. There is the potential for the periodic presence of the occasional visible plume to increase the magnitude of visual change and overall effect only on the severely limited number of occasions when meteorological conditions would facilitate its being visible in daylight hours. No other components of the operational EfW CHP Facility would be visible including lighting.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from Operation Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Minor - Not Significant**

Table 9I.5 Viewpoint 5 – A47 east of roundabout junction with the B198

Viewpoint Information	
Viewpoint OS grid reference:	544734, 307429
Figure Nos: (All Volume 6.3)	Annotated baseline photo - **Figure 9.15v: Viewpoint 5: A47 east of roundabout junction with the B198** Existing view and photomontage – **Figure 9.21a & b: Viewpoint 5: A47 east of roundabout junction with the B198** Annotated night-time baseline photo – **Figure 9.16ii: Viewpoint 5: A47 east of roundabout junction with the B198 (night)**
Distance to chimneys in the EfW CHP Facility:	0.9km
Visual Receptor groups located at or close to Viewpoint:	Road users
Visual Receptor sensitivity:	**Medium**. Road users have Medium susceptibility and views are of medium - low value.

Description of Baseline View

The foreground and middle ground of the view beyond the A47 roadside verge comprises rough grassland and bramble scrub, noting recent vegetation clearance. There is planning permission for new warehouse development that would be located in the middle ground of the view and the wider land holding between the EfW CHP Facility Site and the A47 is allocated for commercial development in the Adopted Fenland Local Plan 2014. Frequent vehicle movements along the B198 Cromwell Road and A47 corridor are visible in the far right and far left of the view, respectively.

The southern edge of the industrial estate extends across the horizon in the background of the view, with the light-coloured Coveris industrial units and an isolated red brick property on eastern side of Cromwell Road (included in the visual assessment). The Cold Store (33m high) is located to the right of centre in the view with its lower parts screened by a belt of conifers surrounding the Welbourns car breakdown and recovery site. The small plantation at the south-eastern corner of the EfW CHP Facility Site is visible beyond the aforementioned conifer screen and views of the ground level of the EfW CHP Facility Site are restricted by the conifers and industrial buildings along New Bridge Lane and Salters Way.

Description of Changes in the View during the Construction Phase

The western part small woodland plantation at the south-eastern corner of the EfW CHP Facility Site would be removed to accommodate the main vehicular access to the site from New Bridge Lane. The temporary offices and welfare buildings up to two storeys high in the Temporary Contractors' Compound located to the east of the EfW CHP Facility Site would be predominantly screened by intervening belt of conifers. The construction of the buildings would utilise mobile and fixed plant, including up to three tower cranes measuring 75m in height, six mobile cranes and three crawler cranes. A 95m high crane would be required for a short period at the end of the construction phase to complete the chimneys. Views of vehicular activity associated with the construction on site and along New Bridge Lane would be restricted by buildings on the southern edge of the industrial estate and the conifers surrounding the Welbourns site.

Magnitude of visual change:	Type of effect:	Significance:
Medium	**Adverse & short term**	**Moderate – Significant**

Description of Changes in the View at Operation Year 1

The EfW CHP Facility would be prominent and perceived within the context of the existing buildings that already includes other large scale industrial buildings, most notably the Cold Store (33m high). The EfW CHP Facility would occupy ~15 horizontal degrees of the view and would constitute a readily apparent new development on the skyline, by virtue of the scale, height and massing of the largest buildings and the chimneys.

The architectural design seeks to minimise overall massing within the functional requirements of the EfW CHP Facility and considers appropriate external cladding materials and colours to reflect the surrounding context. There is the potential for the periodic presence of the occasional visible plume to temporarily reinforce the visual role of the operational EfW CHP Facility Site on the minimal number of occasions when meteorological conditions would facilitate its being visible in daylight hours.
The operational lighting scheme would be more readily discernible from this viewpoint than most other viewpoints. However, the adoption of the design and mitigation measures specified in the **Outline Lighting Strategy in Appendix 3A (Volume 6.4)** would ensure that the night-time lighting on the southern frontage of the EFW CHP Facility will only generate a small-scale increase in the number of lighting sources in Receptors' views in a portion of their transient view that already contains several sources of light. The main EfW CHP Facility buildings and chimneys will not be directly illuminated and will have a similar low-level effect as the minimal lighting provided for the adjacent Cold Store as shown in the night-time baseline photograph from Viewpoint 5 contained in **Figure 9.16ii Viewpoint Photograph 5: A47 east of roundabout junction with the B198 (Volume 6.3)**.

The assessed changes represent the maximum magnitude scenario in the short-lived views of road users, noting that the implementation of permitted development Class A1, A3/A5 and C1 development in the middle ground of the view would partially restrict visibility and will be covered in the separate Cumulative Assessment in **Chapter 18 (Volume 6.2)**.

Magnitude of visual change:	Type of effect:	Significance:
High	**Adverse & long term**	**Major – Significant**

Description of Changes in the View at Operation Year 15

The landscape strategy proposes limited new tree planting within the southern part of the EfW CHP Facility Site. Upon establishment these trees would provide a small amount of additional screening of lower parts of the EfW CHP Facility and would assist integration of the EfW CHP Facility into the surrounding landscape/townscape context. However, the established trees would not change the overall magnitude of visual change and significance of effect. There is potential for more extensive intervening development to have commenced as part of South Wisbech Broad Location for Growth which could provide additional screening for ground and low-level elements at the operational EfW CHP Facility, however due to the uncertainty of the presence of this development it has not been accounted for in the assessment.

Magnitude of visual change:	Type of effect:	Significance:
High	**Adverse & long term**	**Major – Significant**

Table 9I.6 Viewpoint 6 – Halfpenny Lane Byway north of A47

Viewpoint Information	
Viewpoint OS grid reference:	546535, 307664
Figure Nos: (All Volume 6.3)	Annotated baseline photo – **Figure 9.15vi: Viewpoint 6: Halfpenny Lane Byway north of A47** Existing view and photomontage – **Figures 9.22a & b: Viewpoint 6: Halfpenny Lane Byway north of A47**
Distance to chimneys in the EfW CHP Facility:	1.1km
Visual Receptor groups located at or close to Viewpoint:	Users of Halfpenny Lane Byway
Visual Receptor sensitivity:	**High**. Walkers along Halfpenny Lane Byway are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. Although there are industrial elements in the view, the view is mainly of rural elements with a moderate scenic quality and medium value.

Description of Baseline View

The foreground and middle ground of the view comprises a large-scale agricultural field which includes a recently ploughed section and a Christmas tree plantation. The Cold Store is clearly visible on the skyline (33m high). Overhead lines on wooden poles extend across the middle-ground of the view with their upper parts seen against the sky. The A47 corridor is located on a slightly raised embankment in the far left of the view. Intermittent views of vehicles travelling along the A47 across the middle ground of the view are present, although planting along both sides of the road corridor restricts views of vehicles. The coalescence of orchard trees, other tree cover and tall hedgerows provides screening of the EfW CHP Facility Site to the right of the Cold Store.

Longer distance views are prevented by a combination of the flat topography, intervening tree cover and the Cold Store.

Description of Changes in the View during the Construction Phase

Ground level activity and temporary structures within the Temporary Contractors' Compound would be screened by the coalescence of other tree cover and tall hedgerows. The construction of the buildings would utilise mobile and fixed plant, including up to three tower cranes measuring 75m in height, six mobile cranes and three crawler cranes. A 95m high crane would be required for a short period at the end of the construction phase to complete the chimneys. All these components would be visible within a narrow field of view to the right of the closer Cold Store.

Magnitude of visual change:	Type of effect:	Significance:
Medium	**Adverse & short term**	**Major - Significant**

Description of Changes in the View at Operation Year 1

The buildings and chimneys of the EfW CHP Facility would be clearly visible on the skyline, with lower parts screened by planting, mostly the fruit trees in the orchard in the part of Little Boleness Field east of New Drove. The EfW CHP Facility would be visible at an oblique angle of view to the direction of travel along the Byway and would be perceived in association with the closer Cold Store, extending to at a similar horizontal extent in the view.

Although the EfW CHP Facility's buildings (maximum height of 52m) would be taller than the Cold Store (maximum height of 33m) the apparent height difference would be reduced by the increased separation distance. The design parameters of the individual buildings of the EfW CHP Facility would fragment its overall massing. The architectural design seeks to minimise overall massing within the functional requirements of the EfW CHP Facility and considers appropriate external cladding materials and colours to reflect the surrounding context. There is the potential for the infrequent presence of the occasional visible plume to reinforce the visual role of the operational EfW CHP Facility on the minimal number of occasions when meteorological conditions would facilitate its being visible in daylight hours, generally in winter months allied with low wind speeds. The alignment of the view and the way the Cold Store and the EfW CHP Facility provide screening, augmented by the intervening vegetation, would combine to ensure that Receptors using this section of Halfpenny Lane would have no views of operational traffic using western section of New Bridge Lane.

Magnitude of visual change:	Type of effect:	Significance:
Medium	**Adverse & long term**	**Major – Significant**

Description of Changes in the View at Operation Year 15

There would be no visually discernible changes compared with the view experienced at Operation Year 1 unless potential intervening development has commenced as part of South Wisbech Broad Location for Growth which could provide additional screening for ground and low-level elements at the operational EfW CHP Facility, however due to the uncertainty of the presence of this development it has not been accounted for in the assessment.

Magnitude of visual change:	Type of effect:	Significance:
Medium	**Adverse & long term**	**Major – Significant**

Table 9I.7 Viewpoint 7 – North Brink at Elgood's Brewery

Viewpoint Information	
Viewpoint OS grid reference:	545567, 309191
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15vii: Viewpoint 7: North Brink at Elgood's Brewery** Existing view and photomontage– **Figures 9.23a & b: Viewpoint 7: North Brink at Elgood's Brewery** Annotated night-time baseline photo – **Figure 9.16iii: Viewpoint 7: North Brink at Elgood's Brewery (night)**
Distance to chimneys in the EfW CHP Facility:	1.3km
Visual Receptor groups located at or close to Viewpoint:	Walkers on North Brink using the Nene Way long distance footpath (and road users) and tourist destination (Brewery and garden).
Visual Receptor sensitivity:	**High**. Walkers along North Brink (Nene Way) are of high susceptibility. The viewpoint is located within the Wisbech Conservation Area – noting the view towards the EfW CHP Facility does not include historic buildings and is assessed to be of high to medium value.

Description of Baseline View

The viewpoint is located on North Brink, within the Wisbech Conservation Area although the principal historic interest is to the north-east, in the opposite direction to the view. The view is located close to the rear of Elgood's Brewery (no outward views are available from garden area) with residential properties along North Brink set back from the River Nene. The low brick wall of the River Nene flood prevention barrier runs parallel with the highway and views over the barrier to the river are the main focus in the middle ground of the view. South Brink runs parallel to the flood prevention barrier on the opposite bank of the River Nene, with occasional glimpses of moving vehicles above the barrier. The roofscape of bungalows and tree planting within the Malt Drive housing estate are visible on the near horizon and there are glimpses through the housing estate to the part of the Wisbech Industrial Estate off Cromwell Road, including the stack at Lamb Weston and the upper parts of industrial buildings further to the south. The EfW CHP Facility Site is located beyond this modern built development, screened from view. Other man-made vertical elements within the view include street lighting columns along both the highways on both sides of the river and aerials on residential properties that reinforce the suburban character.

Description of Changes in the View during the Construction Phase

All ground level construction activity on the EfW CHP Facility Site would be screened by the intervening built development. The construction of the buildings would utilise mobile and fixed plant, including up to three tower cranes measuring 75m in height, six mobile cranes and three crawler cranes. A 95m high crane would be required for a short period at the end of the construction phase to complete the chimneys. The upper parts of the tallest EfW CHP Facility buildings and chimneys would become visible as they are completed.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & short term**	**Moderate - Not Significant**

Description of Changes in the View at Operation Year 1

The upper parts of the tallest buildings and chimneys of the EfW CHP Facility would be clearly visible on the skyline, with their lower parts screened by intervening built development. They would be seen above a compact section of the southern horizon adjacent to the stack at Lamb Weston and close to several closer street lighting poles that introduce vertical elements into the baseline view. The architectural design of the EfW CHP Facility seeks to minimise overall massing and considers appropriate external cladding materials and colours to reflect the surrounding context. Screening would be likely to be improved in summer months when intervening mature trees would be in leaf. There would be potential for the occasional visible plume to reinforce the magnitude of visual change and overall effect. This situation could arise on the few occasions when meteorological conditions would facilitate its being visible in daylight hours, generally in winter months, allied with low wind speeds. However, regardless of potential plume presence or, far more commonly absence, the visual effect would remain significant.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Moderate – Significant**

Description of Changes in the View at Operation Year 15

There would be no visually discernible changes compared with the view experienced at Operation Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Moderate – Significant**

Table 9I.8 Viewpoint 8 – PRoW Halfpenny Lane northwest of Elm

Viewpoint Information	
Viewpoint OS grid reference:	546809, 307118
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15viii: Viewpoint 8: PRoW Halfpenny Lane northwest of Elm** Existing view and photomontage – **Figure 9.24a & b: Viewpoint 8: PRoW Halfpenny Lane northwest of Elm** Annotated night-time baseline photo – **Figure 9.16iv: Viewpoint 8: PRoW Halfpenny Lane northwest of Elm (night)**
Distance to chimneys in the EfW CHP Facility:	1.5km
Visual Receptor groups located at or close to Viewpoint:	Recreational users of the Lane and residents of some dwellings in the north-west of Elm close to the viewpoint.
Visual Receptor sensitivity:	**High**. Recreational users and residents are of high susceptibility. Views are mainly rural and are a moderate scenic quality with a medium value.

Description of Baseline View

Beyond the foreground ditch along Halfpenny Lane (cut off in the baseline photograph) the view is dominated by a huge arable field that extends to the horizon where it is bordered by belts of tree planting along the A47, with occasional glimpses of moving vehicles travelling along the route. The Cold Store is clearly visible on the skyline beyond the A47 corridor where its forms a focal point. In winter months, there are heavily filtered glimpses of a few residential properties on New Drove and warehouses on the edge of the Wisbech Industrial Estate. High voltage overhead lines cross the middle ground of the view with the associated steel lattice pylons representing prominent man-made features extending well above the horizon in this flat agricultural landscape. At a lower level and smaller scale, an overhead line on wooden poles passes close to the steel lattice pylons. At night the horizon is marked by a moderate number of point light sources concentrated in the southern part of the Wisbech Industrial Estate with the illuminated eastern elevation of the Cold Store being the single most noticeable component in the night-time view.

Description of Changes in the View during the Construction Phase

All ground level construction activity on the EfW CHP Facility Site would be screened by a combination of the Cold Store and the vegetation alongside the A47 throughout the year. Cranes would be visible during the latter part of the construction phase and the upper parts of the EfW CHP Facility buildings and chimneys would be visible as they are completed to the immediate right-hand side of the Cold Store. There would be sufficient intervening vegetation cover to screen potential views of plant and vehicles using the western section of New Bridge Lane. Lighting during the construction phase would make an incremental contribution to the baseline with the Temporary Contractors' Compound being sited behind the Cold Store.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & short term**	**Moderate – Not Significant**

Description of Changes in the View at Operation Year 1		
The new buildings and chimneys of the EfW CHP Facility would be clearly visible above the skyline, with their lower parts screened by planting along the A47 corridor and, for a proportion at the southern end, by the intervening Cold Store. The EfW CHP Facility would be viewed in association with the closer Cold Store, extending the horizontal extent of built development in the view. The variation in separation distance would combine with the differences in the two facilities' heights (33m against 52m maximum) to provide visual consistency in the heights of most rooflines. This apparent similarity would encourage the two facilities to erroneously have the appearance of a single facility. The greater height of the EfW CHP Facility boiler house and chimneys, relative to the Cold Store is noted, but offers only a minor detraction from the overall sense of visual unity between the two facilities. The lattice pylons would remain as the tallest vertical elements in these Receptors' north-western views. The architectural design of the EfW CHP Facility seeks to minimise 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 that provide by the Cold Store. There is the potential, on the few occasions when meteorological conditions would facilitate the plume being visible in daylight hours, for its presence to reinforce the magnitude of visual change and the overall effect, although the preliminary assessment that the visual impact is significant would remain unchanged. The lighting impacts at night-time from the operational EfW CHP Facility would be minor. The ground level security lighting would be partly screened, especially outside winter months, and would be seen in a portion of the night-time views where similar lighting is already present under baseline conditions. There are no proposals for any illumination of the middle and upper sections of the southern and eastern elevations of any on the buildings in the EfW CHP Facility and no requirement for red aviation warning lights to be mounted on the chimneys.		
Magnitude of visual change: **Medium**	Type of effect: **Adverse & long term**	Significance: **Major – Significant**
Description of Changes in the View at Operation Year 15		
There would be no changes compared with the view experienced at Operation Year 1.		
Magnitude of visual change: **Medium**	Type of effect: **Adverse & long term**	Significance: **Major – Significant**

Table 9I.9 Viewpoint 9 – NCR 63 Begdale Road between Elm and Begdale

Viewpoint Information	
Viewpoint OS grid reference:	545991, 306445
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15ix: Viewpoint 9: NCR 63 Begdale Road between Elm & Begdale** Annotated night-time baseline photo – **Figure 9.16v: Viewpoint 9: NCR 63 Begdale Road between Elm & Begdale** Existing view and photomontage – **Figure 9.25a & b: Viewpoint 9: NCR 63 Begdale Road between Elm & Begdale**
Distance to chimneys in the EfW CHP Facility:	1.5km
Visual Receptor groups located at or close to Viewpoint:	Represents views available to recreational Receptors on National Cycle Route 63; local vehicular Receptors and residents in scattered properties to south of A47.
Visual Receptor sensitivity:	**Medium**. Properties and recreational Receptors on a national cycle route are of High susceptibility. The view is dominated by the horizontally extensive solar farm and influenced by the prominent high voltage overhead lines resulting in a low value.

Description of Baseline View

High voltage overhead lines pass close to the viewpoint in the foreground over large-scale agricultural fields, separated by recent hedgerow planting associated with the solar farm. Above the solar panels the Cold Store (33m high) is clearly visible on the horizon above the A47 corridor, which is flanked by tree planting, including belts of Lombardy poplar trees. This planting in combination with the Cold Store, screens views of the EfW CHP Facility Site and the southern edge of the Wisbech Industrial Estate, with the exception of the DHL Units. The planting also forms a high proportion of the horizon. There are number of overhead lines on wooden poles across the middle ground of the view. In the night-time baseline view the section of the horizon on either side of the Cold Store is relatively well lit such that light spill serves to partially illuminate the western façade of the Cold Store. The highest concentration of light sources is at the more open part of the Industrial Estate around the DHL Plant and at the Wisbech (Belgrave) Retail Park where some coloured lights can be seen.

Description of Changes in the View during the Construction Phase

Ground level construction activities would be screened by the Cold Store and the A47 planting apart from the latter part of the construction period where cranes would be temporarily visible. Some of the middle and upper parts of the EfW CHP Facility would be increasingly visible on the left-hand side of the Cold Store. These would occupy a narrow field of view and be seen in the visual context of the far more extensive solar panels in the fore- and middle grounds of the view.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

A proportion of the new buildings and chimneys of the EfW CHP Facility would be partly visible on the skyline to the left of the Cold Store, although a good proportion would be screened by the Cold Store. The lower parts of the EfW CHP Facility would be screened by planting along the A47 corridor. In Receptors' initial casual views, especially oblique, transient views available to most cyclists, it is likely that the EfW CHP Facility would be perceived as being a single development with the Cold Store slightly extending the horizontal extent of EfW CHP Facility in the view.

The increased height of the EfW CHP Facility boiler house and chimneys, relative to the Cold Store would be apparent but not visually jarring. The continuity of mass, scale and form would be maintained for the combined built form. The chimneys would be slightly taller and possess a greater mass than the existing, closer wooden poles, but their presence would reduce the chimneys' potential to provide a visual contrast and focal point in the view. The architectural design seeks to minimise overall massing within the functional requirements of the EfW CHP Facility and considers appropriate external cladding materials and colours, to reflect the key visual and spatial relationship with the Cold Store. There is the potential on the few occasions when meteorological conditions would facilitate the plume being visible in daylight hours, generally in winter months allied with low wind speeds, to reinforce the magnitude of visual change, although the assessment that the visual impact is significant would remain unchanged.

There would be a minor intensification of lighting impacts in this part of the night-time view, although as noted, there are already some lighting sources present on this short section of the horizon. A good proportion of the ground level lighting would be screened by the A47 tree belts and the intervening Cold Store. The **Outline Lighting Strategy in Appendix 3A (Volume 6.4)** emphasises that the lighting would be designed to avoid light spill so that additional illumination of the facades at either the EfW CHP Facility's buildings or the Cold Store will be avoided as will any potential contribution to light glow. There will be no requirement for red aviation lights on the chimneys.

Magnitude of visual change:	Type of effect:	Significance:
Medium	**Adverse & long term**	**Moderate - Significant**

Description of Changes in the View at Year 15

There would be visual changes compared with the view experienced at Operation Year 1 as the establishment of tree planting proposed for the southern part of the EfW CHP Facility Site in the landscape strategy would be unlikely to provide any additional screening in this view.

Magnitude of visual change:	Type of effect:	Significance:
Medium	**Adverse & long term**	**Moderate – Significant**

Table 9I.10 Viewpoint 10 – Southern frontage of Peckover House on North Brink

Viewpoint Information	
Viewpoint OS grid reference:	545864, 309644
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15x: Viewpoint 10: Southern frontage of Peckover House on North Brink** Existing view and Photowire – **Figure 9.26a & b: Viewpoint 10: Southern frontage of Peckover House on North Brink**
Distance to chimneys in the EfW CHP Facility:	1.8km
Visual Receptor groups located at or close to 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 as well as using those Receptors walking on the Nene Way and North Brink.
Visual Receptor sensitivity:	**High**. Visitors to the National Trust property in the Wisbech Conservation Area are of High susceptibility. The value of views includes the historic river frontage on South Brink and is of high value.

Description of Baseline View

The North Brink road corridor within the Conservation Area is flanked by a flood protection wall to the River Nene, in the foreground of the view. Above the opposite bank of the River Nene, along South Brink, a continuous row of historic and listed buildings, typically from the Georgian period and up three storeys in height provide enclosure and visual unity. There is a good time-depth to the visual character of the Conservation Area around this viewpoint. Longer range views towards the wider town and the site of the EfW CHP Facility are screened by the continuous row of buildings along South Brink. The result is that the viewer's visual attention tends to follow the course of the River Nene in the right-hand direction, although the River Nene itself is not visible (except probably when it is flowing at a high level).

Description of Changes in the View during the Construction phase

None of the construction activities and elements would be visible from this viewpoint due to intervening screening from built form on South Brink. This description applies to all crane activities including the 95m high crane requested for a few days to top off the chimneys.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**Neutral & short term**	**None - Not Significant**

Description of Changes in the View at Operation Year 1

No elements of the EfW CHP Facility would be visible from this location due to intervening screening from built form on South Brink. This would include the 90m high chimneys that due to flat topography and separation distance would be sited well below the horizon formed by the roofline of the row of buildings along South Brink. The variation between the height of the chimneys and the greater height of the roofline of the properties along South Brink would ensure that even when present with its maximum potential height of 159m above ground level, any occasional plume generated in daylight hours would be unlikely to be visible. The infrequency of the occurrence of meteorological conditions that would be required to generate a plume with height and length parameters required allied with the required northerly alignment to be temporarily visible at Viewpoint 10 leads to the assessment of No Change being retained.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**Neutral & long term**	**None - Not Significant**

Description of Changes in the View at Year 15

There would be no changes compared with the view experienced at Year 1 Operation.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**Neutral & long term**	**None - Not Significant**

Table 9I.11 Viewpoint 11 – Wisbech Park

Viewpoint Information	
Viewpoint OS grid reference:	546570, 309845
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xi: Viewpoint 11: Wisbech Park** Existing view and Photowire – **Figure 9.27a & b: Viewpoint 11: Wisbech Park**
Distance to chimneys in the EfW CHP Facility:	2.2km
Visual Receptor groups located at or close to Viewpoint:	Users of the Park and cyclists (Sustrans National Cycle Route 1) within the Bowthorpe Conservation Area.
Visual Receptor sensitivity:	**High**. High susceptibility as people travelling through the landscape on a national cycle route and their views and those of Receptors in one of Wisbech's most extensive open spaces are of a High to Medium value.

Description of Baseline View

The fore- and middle grounds of the view comprises amenity grassland with a community orchard, surrounded by fencing and a basketball court set behind. The national cycle route (Sustrans NCR 1) that passes through the centre of Wisbech Park is visible in the far right of the view. The buildings in the background on the horizon are a mixture of institutional buildings associated with the North Cambridgeshire NHS Trust and some residential properties along Park Road, bordering the southern edge of Wisbech Park in the far left of the view set behind mature tree cover. The frequent mature tree and shrub cover around the periphery of Wisbech Park would further restrict views to the surrounding townscape when in leaf, noting occasional evergreen specimens provide all-year round screening.

Description of Changes in the View during the Construction Phase

No structures or activity associated with the construction phase would be visible.

Magnitude of visual change:	Type of effect:	Significance:
No change	**Neutral & short term**	**None - Not Significant**

Description of Changes in the View at Operation Year 1

No structures or activities at or associated with the operational phase of the EfW CHP Facility at Year 1, would be visible. The ZTV at **Figure 9.3ii (Volume 6.3)** indicates the potential for glimpsed views of the chimneys would be available, however even without local tree cover around the perimeter of Wisbech Park, any theoretical intervisibility would be extremely limited due to the intervening NHS Trust buildings. There is the more potential for the periodic presence of the plume to increase the magnitude of visual change as indicated in the **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. The infrequency of the occurrence of

meteorological conditions that would be required to generate a plume with height and length parameters required allied with the required north-easterly alignment to be temporarily visible at Viewpoint 11 leads to the assessment of No Change being retained.

Magnitude of visual change:	Type of effect:	Significance:
No change	**Neutral & long term**	**None - Not Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from the View at Operation Year 1.

Magnitude of visual change:	Type of effect:	Significance:
No change	**Neutral & long term**	**None - Not Significant**

Table 9I.12 Viewpoint 12 – PRoW ('The Still') south of Levington

Viewpoint Information	
Viewpoint OS grid reference:	544485, 310518
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xii: Viewpoint 12: PRoW – ('The Still') south of Leverington** Existing view and photomontage – **Figure 9.28a & b: Viewpoint 12: PRoW ('The Still') south of Leverington**
Distance to chimneys in the EfW CHP Facility:	2.8km
Visual Receptor groups located at or close to Viewpoint:	Public footpath users and road users. Nearby residents of bungalows located along the Still.
Visual Receptor sensitivity:	**High**. High susceptibility of public footpath users and residents and the views are of medium to high value.

Description of Baseline View

The public footpath follows a surfaced track 'the Still', connecting the B1169 on the southern edge of Leverington with Barton Road to the south. The foreground of the expansive view comprises a large-scale arable field. Scattered dwellings and farm buildings are visible in the middle-ground and background of the view with the urban edge of Wisbech glimpsed in places with buildings being typically back-clothed by tree planting. Two overhead lines on wooden poles run parallel to each other across the middle ground, with the upper parts of the poles and overhead line frequently seen against the sky. Distant larger-scale buildings are visible above the horizon, including the upper parts of the Nestle Purina factory building and the church tower of St Peter and St Paul in Wisbech. In addition, partial glimpses of the roof and upper parts of the Cold Store, in the vicinity of the EfW CHP Facility Site are discernible on the skyline, set between intervening tree cover.

Description of Changes in the View during the Construction Phase

All ground level construction activity on the EfW CHP Facility Site would fully screened by intervening tree cover and buildings. The upper parts of cranes and the emerging taller buildings would become visible during the latter part of the construction period above a small section of the horizon.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & short term**	**Moderate - Not Significant**

Description of Changes in the View at Operation Year 1

The expansive views would be available from the front elevations of nearby properties and experienced obliquely for users of the public footpath. The upper parts of the chimneys and buildings of the EfW CHP Facility would be visible on the horizon, set against the sky and would occupy ~5 horizontal degrees of the overall view. The lower parts of the EfW CHP Facility would be screened by intervening planting particularly in summer months.

The architectural design seeks to minimise overall massing within the functional requirements of the EfW CHP Facility and uses appropriate external cladding materials and colours to reflect the surrounding context as has been achieved successfully at the Cold Store. There is the potential for the periodic presence of the plume to increase the magnitude of visual change, however given that it even under the worst-case scenario it would only be visible for 7.2% of the time annually and the required meteorological conditions would be less likely to arise during daylight hours, it is assessed that the overall level of effect would remain be moderate albeit Significant.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Moderate – Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from the View at Operation Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Moderate – Significant**

Table 9I.13 Viewpoint 13 – Nene Way by Cold Harbour Corner

Viewpoint Information	
Viewpoint OS grid reference:	542985, 306264
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xiii: Viewpoint 13: Nene Way by Cold Harbour Corner** Existing view and photomontage – **Figure 9.29a & b: Viewpoint 13: Nene Way by Cold Harbour Corner**
Distance to chimneys in the EfW CHP Facility:	3.0km
Visual Receptor groups located at or close to Viewpoint:	Users of the long-distance footpath route and road users on North Brink (south-western end).
Visual Receptor sensitivity:	**High**. Footpath users of high susceptibility and views are of a medium value.

Description of Baseline View

The straight course of the River Nene is visible in the middle ground of the view, beyond a post and wire fence and the foreground of the North Brink road corridor that accommodates the Nene Way long distance path. The busy A47 is located beyond the river and regular vehicle movements are apparent, typically backgrounded by planting that lies close to the road and is typically associated with the curtilage of buildings at Waldersea and Primrose Farms.

The Nene Way and North Brink are raised on an embankment above the surrounding agricultural land that is visible to the left of centre in the view. The landcover consist of large-scale geometric fields, typically under cultivation with numerous drainage ditches dividing the fields. Occasional shelterbelts and hedgerows are present which overlap and define the horizon of this flat landscape. There is no visual evidence of the presence of Wisbech in the view.

Description of Changes in the View during the Construction Phase

The lower and middle level construction activities at the EfW CHP Facility Site would be fully screened by intervening tree cover. The construction of the buildings would utilise mobile and fixed plant, including up to three tower cranes measuring 75m in height, six mobile cranes and three crawler cranes. A 95m high crane would be required for a short period at the end of the construction phase to complete the chimneys. The upper parts of the gradually emerging taller buildings would be partially visible.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

The upper parts of the chimneys and buildings of the EfW CHP Facility would be partially visible on the horizon, set against the sky and would occupy ~2 horizontal degrees of the overall view. The views would be direct for recreational Receptors walking towards Wisbech. It is relevant to observe that their views towards the EfW CHP Facility would be filtered, in winter, by intervening deciduous tree planting located on the road embankment and there would be increased screening when the trees are in leaf. As Receptors progress north-east along the Way (and North Brink) the role of intermittent intervening tree cover and the planting on the embankment would vary.

The architectural design seeks to minimise overall massing within the functional requirements of the EfW CHP Facility and uses appropriate external cladding materials and colours to reflect the surrounding context as has been achieved successfully at the Cold Store. Based on the built development parameters set out in **Chapter 3** of the ES (Volume 6.2), it is assessed that the visual level of effect would be moderate and not significant. This assessment considers the **Outline Lighting Strategy in Appendix 3A (Volume 6.4)** that would confine operational lighting to ground and low levels ensuring that it would be screened in this view. It also allows for the occasional presence of the visible plume in daylight hours and its maximum parameters in terms of height and horizontal extent.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Moderate - Not Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from the View at Operation Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Moderate - Not Significant**

Table 9I.14 Viewpoint 14 – Burrettgate Road close to Eldred Road, Walsoken

Viewpoint Information	
Viewpoint OS grid reference:	548151, 309936
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xiv: Viewpoint 14: Burrettgate Road close to Eldred Road, Walsoken** Existing view – **Figure 9.30a & b: Viewpoint 14: Burrettgate Road close to Eldred Road, Walsoken**
Distance to chimneys in the EfW CHP Facility:	3.35km
Visual Receptor groups located at or close to Viewpoint:	Users of Burrettgate Road and residents of nearby detached dwellings (front elevations).
Visual Receptor sensitivity:	**High**. Residents of high susceptibility and views a medium value.

Description of Baseline View

The foreground of the view beyond Burrettgate Road comprises orchard planting with reeds along the edge of a drainage ditch that extends parallel to an agricultural track (without public access) in the centre of the view. A brick-built barn with metal roof is located beyond the orchard in the far right of the view and the roofscape of other agricultural buildings are just discernible in the middle ground, backgrounded by tree planting. Views across the flat landscape extend for some distance, with occasional shelterbelts of willow and poplar trees in the middle ground and background of the view. Overhead electricity lines are a frequent feature across all ranges in the view and include lines mounted on wooden poles of varying heights and design. Taller steel lattice pylons are visible in the middle-ground c.500m distant and a separate pylon line crossing the skyline in the background of the view, ~3km distant. Other vertical infrastructure on the horizon includes two 45.5m high wind turbines at Harp's Hall which are ~2.5km away but are small-scale visual elements in this baseline view.

Description of Changes in the View during the Construction Phase

The corollary of the change in the design of the grid connection so that it will entirely routed underground and only extend as far as Walsoken substation, would be that no construction activities would be visible associated with neither the UGC nor the EfW CHP Facility.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**No Effect**	**No Effect**

Description of Changes in the View at Operation Year 1

The corollary of the change in the design of the grid connection so that it will entirely routed underground and only extend as far as Walsoken substation, would be that no operational components would be visible associated with neither the UGC nor the EfW CHP Facility. The only potential exception as shown by the plume ZTV in **Figure 9.6: Visible Plume ZTV (Volume 6.3)** could be under the worst-case scenario for the

height and length of the occasionally visible plume. Under these parameters some of the plume could be visible, although this worst-case scenario would be an extremely rare visual phenomenon, hence the assessment of No Change.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**No Effect**	**No Effect**

Description of Changes in the View at Operation Year 15

The situation described for Operation Year 1 would continue to apply.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**No Effect**	**No Effect**

Table 9I.15 Viewpoint 15 – Eastern side of Wisbech St. Mary

Viewpoint Information	
Viewpoint OS grid reference:	542591, 307898
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xv: Viewpoint 15: Eastern side of Wisbech St. Mary** Annotated night-time baseline photo – **Figure 9.16vi: Viewpoint 15: Eastern side of Wisbech St. Mary (night)** Existing view and Photowire – **Figure 9.31a & b: Viewpoint 15: Eastern side of Wisbech St. Mary**
Distance to chimneys in the EfW CHP Facility:	2.9km
Visual Receptor groups located at or close to Viewpoint:	Road users and residents of scattered dwellings on the edge of the village (front elevation views).
Visual Receptor sensitivity:	**High**. Susceptibility is high and views are of a medium value.

Description of Baseline View

The foreground beyond the roadside verge of Bevis Lane includes a steep sided drainage ditch. A large-scale arable field occupies the foreground and middle ground of the view. Agricultural buildings, scattered dwellings and a cluster of residential properties off Cross Lane are located near the horizon in the background of the view, typically set against a backdrop of mature trees. The Cold Store is partially visible low on the skyline, with the majority of the Cold Store is screened by intervening tree cover. Overhead lines on wooden poles cross the landscape with the closest line located along Barton Road to the left of centre, noting the visibility of occasional vehicles passing along this minor route. The night-time view shows isolated light source points along the horizon with minimal lighting close to the Cold Store. There is a low level of light glow associated with Wisbech.

Description of Changes in the View during the Construction Phase

Construction activities at the EfW CHP Facility Site would be mostly fully screened by intervening tree cover and the larger scale buildings located close to Cromwell Road (B198). The construction of the buildings would utilise mobile and fixed plant, including up to three tower cranes measuring 75m in height, six mobile cranes and three crawler cranes. A 95m high crane would be required for a short period at the end of the construction phase to complete the chimneys. There could be some small-scale additional source of lighting located within the short section of the view occupied by the EfW CHP Facility Site.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & short term**	**Moderate - Not Significant**

Description of Changes in the View at Operation Year 1

The upper parts of the chimneys of the EfW CHP Facility would be visible above the horizon, seen against the sky. The EfW CHP Facility's buildings would be heavily filtered by an intervening shelterbelt of deciduous trees in winter, with views predicted to be predominantly screened when the tree cover is in leaf. The chimneys would be only slightly taller than the intervening Lombardy poplars. The main building, if visible, would be seen close to the partly visible Cold Store and in the same field of view as much closer residential and agricultural buildings. The views would be available from the front elevations of nearby properties and obliquely for road users travelling in both directions along Bevis Lane. The infrequent presence of the occasional visible plume could serve to add visual emphasis to the chimneys on the rare occasions when appropriate daylight meteorological conditions prevail. The **Outline Lighting Strategy in Appendix 3A (Volume 6.4)** emphasises the absence of lighting mounted upon or directed towards the middle and upper facades of the main building. Consequently, the introduction of new lighting sources would be minimised by screening of low-level lighting. There would be no requirement for visible aviation lighting on the chimneys.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Moderate - Not Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from the View at Operation Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Moderate - Not Significant**

Table 9I.16 Viewpoint 16 – Lady's Drove, south of Chequers Corner, Emneth

Viewpoint Information	
Viewpoint OS grid reference:	549735, 308355
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xvi: Viewpoint 16: Lady's Drove, south of Chequers Corner, Emneth** Existing view and photomontage – **Figure 9.32a & b: Viewpoint 16: Lady's Drove, south of Chequers Corner, Emneth**
Distance to chimneys in the EfW CHP Facility:	4.3km
Visual Receptor groups located at or close to Viewpoint:	Represents open, middle-distance views to the EfW CHP Facility Site available to road users, noting private views from nearby residential properties are typically more restricted by intervening and adjacent tree cover.
Visual Receptor sensitivity:	**Medium**. Road users are of medium susceptibility and views are of medium value.

Description of Baseline View

The foreground of the view comprises of a large flat agricultural field that extends into the middle distance where it is met by a boundary hedgerow. On the right-hand side of the view in the middle distance there are partial views of a residential property on Wilkins Road. In the long-distance views are available, the horizon is generally formed by the coalescence of trees. Above trees in the centre of the view there are partial views of the upper section of the 33m high Cold Store There are several vertical elements in the view, including overhead lines on wooden poles that are clearly visible, additionally there are several electricity pylons associated and overhead wires visible in the background.

Description of Changes in the View during the Construction Phase

All ground and lower-level construction activities would be screened other than during the latter part of the construction phase, when the middle and upper sections of the taller buildings and chimneys would become visible along with a proportion of the crane activities. Over separation distances in excess of 1km the short-lived construction activities that would be required for the UGC would be completely screened.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Negligible - Not Significant**

Description of Changes in the View at Operation Year 1

The upper and middle sections of new buildings and associated infrastructure of the EfW CHP Facility would be visible above vegetation adjacent to the A47. The EfW CHP Facility would be clearly visible and would add to the built form already present on the horizon. However, it would only occupy a narrow section of the horizon (~4°), and it would have a similar form and scale to the Cold Store that is a feature on the same section of the horizon in the baseline view. The EfW CHP Facility would not be visually out of scale with other built and vegetative features that form or extend above the horizon in the view including wooden pole

and pylons, although there is potential for it to form a focal point as the most distinctive feature. The potential prominence of the operational EfW CHP Facility would be reduced by the adoption of appropriate external cladding materials of low reflectivity and using colours to reflect the surrounding landscape context, noting that the built development would be seen against the sky. The occasional daytime presence of the plume could temporarily exacerbate the chimneys' role as a focal point. There would be no impact from the operation of the UGC.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Minor - Not Significant**

Description of Changes in the View at Year 15

There would be no notable changes compared with the view experienced at Year 1 as any tree cover established on the southern part of the EFW CHP Facility Site could only marginally reduce the proportion on the main building's elevations that would be visible.

Magnitude of visual change:	Type of effect:	Significance:
Low	**Adverse & long term**	**Minor - Not Significant**

Table 9I.17 Viewpoint 17 – Lynn Road, Walton Highway

Viewpoint Information	
Viewpoint OS grid reference:	549015, 312629
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xvii: Viewpoint 17: Lynn Road, Walton Highway** Existing view and Photowire – **Figure 9.33a & b: Viewpoint 17: Lynn Road, Walton Highway**
Distance to chimneys in the EfW CHP Facility:	5.9km
Visual Receptor groups located at or close to Viewpoint:	Illustrative limited potential views towards the EFW CHP Facility that could be available to a proportion of residents and recreational Receptors in the Walton Highway area.
Visual Receptor sensitivity:	**Medium**. Receptors traveling on Lynn Road are of medium susceptibility as their surroundings have some influence upon their enjoyment of the journey. The view is of a rural nature with some built elements with a medium scenic quality, the view has a Medium Value.

Description of Baseline View

The foreground of the view comprises of large flat agricultural fields, to the left-hand and right-hand side of Lynn Road with its associated traffic and movement. The middle distance of the view comprises a small number of residential, agricultural, and possibly industrial buildings alongside Lynn Road and Bucksholt Road. As is typical for the Study Area, these buildings are surrounded by, and interspersed with, a variety of vegetation including mature deciduous and coniferous trees, pollarded willows, Lombardy poplars and boundary hedgerows. This vegetation combines with other more distant hedgerows, shelterbelts, and small plantations to provide a horizon that is entirely formed by trees despite the relative paucity of tree cover on the fore- and middle-ground. There are a variety of vertical elements in the view, including lighting columns alongside Lynn Road, wooden poles supporting telephone lines and distribution lines as well as steel lattice electricity pylons supporting the transmission lines associated with the out of view Walton Substation. These vertical elements emphasise the strong influence of man-made development upon a superficially rural view.

Description of Changes in the View during the Construction phase

The construction activities at the EfW CHP Facility, including the crane activities and chimneys, would be highly likely to be screened by the vegetation in the middle-ground, especially the line of Lombardy poplars. The ES design change to make the route of the grid connection entirely underground and only to the Walsoken Substation would ensure that there would be no views of any associated construction activities.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Negligible - Not Significant**

Description of Changes in the View at Operation Year 1		
The chimneys at the EfW CHP Facility would be a small-scale element that would be likely to be screened by intervening tree cover, even in winter months, although their presence may be periodically identified by the presence of the occasional visible plume when the required meteorological conditions arise during daylight hours.		
Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Negligible - Not Significant**
Description of Changes in the View at Year 15		
There would be no notable changes compared with the view experienced at Year 1.		
Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Negligible - Not Significant**

Table 9I.18 Viewpoint 18 – Minor road on eastern edge of Guyhirn

Viewpoint Information	
Viewpoint OS grid reference:	540511, 304448
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xviii: Viewpoint 18: Minor road on eastern edge of Guyhirn** Existing view and Photowire – **Figure 9.34a & b: Viewpoint 18: Minor road on eastern edge of Guyhirn**
Distance to chimneys in the EfW CHP Facility:	6.0km
Visual Receptor groups located at or close to Viewpoint:	Representative of long-distance views from residential properties to the north-west of Guyhirn
Visual Receptor sensitivity:	**High**. Residential Receptors are of high susceptibility and the view has moderate scenic quality with a medium value.

Description of Baseline View

The foreground of the simple view comprises of a large flat agricultural field, to the left-hand side of the view a hedgerow forming the boundary of the field extends from the foreground into the middle ground and extends horizontally across the view. On the right-hand side and centre of the view above the boundary hedgerow the embankment alongside the River Nene is visible and forms much of the horizon. The grassed embankment screens the River Nene itself, but vehicles traveling along the A47 on the more distant embankment are visible above the flat horizon. The tops of trees can be seen above the boundary hedgerow at varying distances in the background of the view. Amongst the background tree cover there are glimpse views of upper blades and hubs of three wind turbines at Coldham/Coldham Extension to the left and centre of the view. There are no long-distance views as these are screened by the intervening boundary hedgerow of the agricultural field in the middle ground and the embankment and consequently no visual indication of the presence of Wisbech. Other vertical elements in the view, include overhead lines on wooden poles routed along the embankments that are visible on the skyline.

Description of Changes in the View during the Construction Phase

Most construction activities would be screened apart from during the latter part of the construction phase, when the upper parts of the chimneys would become visible above the left-hand hedgerow and the upper sections of the crane activities could extend just above the same section of this hedgerow. These would be short-term and minor changes in the view in which the rotating turbine blades and vehicles travelling on the A47 already provide examples of movement and the turbines and wooden poles provide precedents for overt, man-made vertical elements.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

Nearly all the new buildings and associated infrastructure of the EfW CHP Facility would be screened by the hedgerow in the middle ground of the view. Only the upper section of the chimneys would be visible in the long distance over a separation distance of 6km. On the rare occasions when the meteorological conditions are appropriate during daylight hours, the periodic presence of the occasional visible plume could add emphasis to the presence of the chimneys. As well as being slight, the small upper sections of the chimneys would be viewed in the context of some baseline vertical man-made elements. The limited view of the chimneys would represent a very small change in the background of the view. In the absence of the requirement for aviation lights on the chimneys, there would be no change to the baseline night-time view.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & long term**	**Minor - Not Significant**

Description of Changes in the View at Year 15

There would no changes compared with the view experienced at Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & long term**	**Minor - Not Significant**

Table 9I.19 Viewpoint 19 – The Common and Pius Drove, Upwell/Outwell area

Viewpoint Information	
Viewpoint OS grid reference:	550211, 303493
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xix: Viewpoint 19: The Common and Pius Drove, Upwell/Outwell area** Existing view and Photowire – **Figure 9.35a & b: Viewpoint 19: The Common and Pius Drove, Upwell/Outwell area**
Distance to chimneys in the EfW CHP Facility:	6.4km
Visual Receptor groups located at or close to Viewpoint:	Selected to illustrate the type of views available to residents, road users and recreational Receptors on the western edge of Outwell
Visual Receptor sensitivity:	**High**. Residential and recreational Receptors of high susceptibility and the views have a medium value.

Description of Baseline View

The foreground of the view comprises of a large flat agricultural field, a second agricultural field is visible beyond this. In the middle distance to the left there are farmsteads and farm units visible off Molls Drove amongst roadside trees and hedges and garden planting. To the right-hand side of the view residential properties off Cottons Road are visible, along with a substantial number of roadside trees that screen long distance views in that direction. In the centre of the view the upper section of the Cold Store (33m high) is partially visible above a narrow section of the horizon above intervening vegetation, the remainder of the horizon is made up of trees in the middle and long distance. There some vertical elements in the view, including telegraph poles and associated cables in the long distance in the centre and right-hand side of the view, but these are very minor elements in this simple view.

Description of Changes in the View during the Construction Phase

Ground and lower-level construction activities would be screened by a combination of the Cold Store and a small number of coincidentally located mature trees in the middle-ground. During the latter part of the construction phase, views would become available of elevated activities, including crane activities, required for the construction of the upper sections of the EfW CHP Facility. These short-lived activities would be confined to a narrow section of the horizon where the separation distance would ensure that they would only generate a very low magnitude of visual change.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

Only the upper sections of taller EfW CHP Facility's buildings would be visible in the long distance. The ground, lower- and middle-level components would be screened by a combination of tree cover in the middle distance located off Molls Drove and by the Cold Store. Although the chimneys and taller buildings, principally the boiler house, would be visible above the Cold Store and slightly increase the amount and mass of built form on the horizon, the EfW CHP Facility would be over 6km away, with the consequence that it would only be present above a narrow section of the horizon (~2°). On the rare occasions when the meteorological conditions are appropriate during daylight hours, the periodic presence of the occasional visible plume could add emphasis to the presence of the chimneys. In the absence of the requirement for aviation lights on the chimneys, there would be no change to the baseline night-time view. In this context the magnitude of visual change would be very low.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & long term**	**Minor - Not Significant**

Description of Changes in the View at Year 15

There would be no notable changes compared with the view experienced at Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & long term**	**Minor - Not Significant**

Table 9I.20 Viewpoint 20 – West Walton PRoW between Dixon's Drove and Mill Road

Viewpoint Information	
Viewpoint OS grid reference:	550221, 303502
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xx: Viewpoint 20: West Walton PRoW between Dixon's Drove and Mill Road** Existing view – **Figure 9.36a & b: Viewpoint 20: West Walton PRoW between Dixon's Drove and Mill Road**
Distance to chimneys in the EfW CHP Facility:	6.7km
Visual Receptor groups located at or close to Viewpoint:	Represents open views available to recreational Receptors on West Walton PRoW Network (7) – see **Figure 9.13 (Volume 6.3)**.
Visual Receptor sensitivity:	**High**. Recreational Receptors that are focused on appreciation of the landscape possess high susceptibility. The views are of medium value.

Description of Baseline View

The baseline view was selected to show the landscape crossed by the proposed Option 2 for the above ground grid connection in the PIER and is angled to the north-east i.e., away from the EfW CHP Facility Site. Nevertheless, site visits demonstrate that the view shown is representative of many views available in the West Walton area. It has therefore been retained for the ES for continuity and to allow an understanding to be presented of the visual characteristics of views available to this group of visual Receptors and the LCA D3: Terrington St. John. The foreground of the view comprises of large flat agricultural fields separated by a patch of scrub and a farm track. Solar panels at Walpole Solar Farm are visible extending across the middle ground on the left-hand side and centre of the view. The flat nature of the topography and limited intervening vegetation allows for long distance views, notable elements in the long distance include the upper section of Walpole St Peters Church in the centre of the view, and Walpole Substation on the left-hand side of the view. The remainder of the horizon is mainly formed by the coalescence of limited tree planting. There are many overtly man-made, vertical elements in the view, including overhead lines on wooden poles on the right-hand side of the view and over numerous steel lattice pylons and associated cables extending across the horizon of the view at varying distances as they converge or emanate from the Walpole Substation.

Description of Changes in the View during the Construction Phase

The route of the UGC to Walsoken Substation that has been adopted in the ES removes the potential for any grid connection construction activities to be visible in views from this location. Intervening planting and built development in Wisbech would screen any potential views of construction activities at the EfW CHP Facility over a separation distance of 6.7km.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**No Effect**	**No Effect**

Description of Changes in the View at Operation Year 1		
The ZTV for the plume shown in **Figure 9.6: Plume Visibility ZTV (Volume 6.3)** indicates that there would be potential for the infrequent plume to be visible in extensive and open southern views from this viewpoint when the requisite meteorological conditions are present. These situations are likely to be only very occasional in daylight hours, hence the assessment of a very low magnitude of change.		
Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**
Description of Changes in the View at Year 15		
There would be no changes compared with the view experienced at Year 1.		
Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Table 9I.21 Viewpoint 21 – NCR1 at Southern end of West Drove, Walpole Highway

Viewpoint Information	
Viewpoint OS grid reference:	551092, 312210
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxi: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway** Existing view and Photowire – **Figure 9.37a & b: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway**
Distance to chimneys in the EfW CHP Facility:	7.0km
Visual Receptor groups located at or close to Viewpoint:	Cyclists on NCR 1, public rights of way users and other road users in vehicles using Mill Bank.
Visual Receptor sensitivity:	**High**. Susceptibility is high and views are of a medium value.

Description of Baseline View

Mill Bank is slightly elevated above the surrounding flat landscape and is flanked by drainage ditches with steep sided banks, partly visible in the foreground of the view. The landcover is dominated by large scale arable fields, typically separated by drainage ditches, and only occasionally defined by intermittent hedgerow planting. The skyline is crossed by high voltage overhead lines supported by steel lattice pylons that are located ~850m distant at their closest point. The horizon is defined by multiple layers of planting associated with farmsteads to the south-east of the settlement of Walton Highway, typically comprising shelterbelts of faster growing species and non-native conifer screen planting. Glimpses of buildings include isolated dwellings and larger scale agricultural buildings off St. Paul's Road and Walton Road are available.

Description of Changes in the View during the Construction Phase

Potential glimpses of upper parts of tallest crane activities as well as the most elevated construction activities at the EfW CHP Facility, but the remainder of construction activities would be fully screened by intervening vegetation (as well as built development in Wisbech).

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

The tops of the chimneys and possibly the upper parts of the boiler house would be visible in direct and sustained views from Mill Lane for road users travelling westwards. The built structures would be barely discernible, partially filtered by intervening tree cover and seen in the context of a much closer pylon tower. The occasional presence of the occasional visible plume when appropriate daytime meteorological conditions apply would emphasise the presence of these elements.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**
Description of Changes in the View at Operation Year 15		
No changes are predicted from the View at Operation Year 1.		
Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Table 9I.22 Viewpoint 22 – PRoW in Parson Drove

Viewpoint Information	
Viewpoint OS grid reference:	537540, 308402
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxii: Viewpoint 22: PRoW in Parson Drove** Existing view and Photowire – **Figure 9.38a & b: Viewpoint 22: PRoW in Parson Drove**
Distance to chimneys in the EfW CHP Facility:	8.0km
Visual Receptor groups located at or close to Viewpoint:	Users of the public footpath and nearby private views from rear of properties on John Bends Way.
Visual Receptor sensitivity:	**High**. Susceptibility is high and views are of a medium value.

Description of Baseline View

The foreground and middle ground of the expansive views available are dominated by large scale open arable fields, with scattered farm buildings and residential properties on the distant horizon, typically viewed against a backdrop provided by tree planting and occasionally seen against the sky. Overhead lines on wooden poles cross the middle-ground of the view, with their upper sections seen against the sky. There is a partial view of the upper section of the Cold Store to the right-hand side of the prominent block of coniferous trees in the centre of the view, although its presence would be unlikely to be discernible to casual viewers.

Description of Changes in the View during the Construction Phase

There would be potential views of the tallest crane activities and construction for the upper sections of the chimneys and main building towards the end of the construction phase. All ground, lower- and middle level construction activities would be fully screened by intervening vegetation.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

The chimneys and upper parts of the main building at the EfW CHP Facility would be visible to the right-hand side of the coniferous woodland block in direct and sustained views from the public footpath and from the rear of nearby residential properties. The visibility of the EfW CHP Facility could be periodically increased by the presence of the occasional visible plume during daylight hours in favourable meteorological conditions. The visibility of the EfW CHP Facility could also vary according to different lighting conditions and their effect upon the reflectivity and colours of the cladding materials on the upper parts of the EfW CHP Facility.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from the View at Operation Year 1.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Table 9I.23 Viewpoint 23 – Rings End National Nature Reserve

Viewpoint Information	
Viewpoint OS grid reference:	540524, 301153
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxiii: Viewpoint 23: Rings End National Nature Reserve** Existing view and Photowire – **Figure 9.39a & b: Viewpoint 23: Rings End National Nature Reserve**
Distance to chimneys in the EfW CHP Facility:	8.4km
Visual Receptor groups located at or close to Viewpoint:	Users of National Cycle Route 63 and visitors to the Rings End Nature Reserve.
Visual Receptor sensitivity:	**High**. Susceptibility is high and views are of a medium value.

Description of Baseline View

This is an exceptionally simple view. The relevant section of NCR 63 is elevated above the surrounding landscape on a disused railway embankment and there are expansive views across large-scale arable fields in the foreground and middle ground of the view. Overhead high voltage electricity lines connected by lattice tower pylons are prominent features crossing the landscape and because of the flat landform and limited tree cover, these pylons are largely seen against the sky. The distant horizon is punctuated by multiple layers of tree planting and occasional scattered farmsteads and to the right of centre in the middle-ground of the view, occasional vehicle movements along Graysmoor Drove are evident.

Description of Changes in the View during the Construction Phase

Potential glimpsed views of the most elevated crane and construction activities in favourable weather and lighting conditions in the latter part of the construction phase, with the remainder of the construction activities fully screened by intervening vegetation.

Magnitude of visual change:	Type of effect:	Significance:
Very Low to None	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

The chimneys and upper parts of the main EfW building would be visible in oblique but sustained views from the cycleway with lower parts screened by multiple layers of intervening tree planting. The chimneys would appear at a similar height to the closer pylons on the horizon, although due to the intervening distance and prominence of the much closer pylons the EfW CHP Facility would not be readily discernible to the casual observer, although increased emphasis could be periodically provided by the occasional visible plume when infrequently discernible during daytime hours.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from the View at Operation Year 1.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Table 9I.24 Viewpoint 24 – Marshland Fen

Viewpoint Information	
Viewpoint OS grid reference:	554842, 308221
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxiv: Viewpoint 24: Marshland Fen** Existing view and Photowire – **Figure 9.40a & b: Viewpoint 24: Marshland Fen**
Distance to chimneys in the EfW CHP Facility:	9.4km
Visual Receptor groups located at or close to Viewpoint:	Road users along Middle Drove
Visual Receptor sensitivity:	**Medium**. Susceptibility is Medium and views are of a medium value.

Description of Baseline View

Large scale arable fields form the foreground and middle ground of expansive views across a flat landscape that contains scattered agricultural buildings and dwellings with typically localised tree cover and minimal visual stimulation. High voltage overhead lines and pylons are routed across the distant horizon. The site of the EfW CHP Facility and built development in Wisbech are not visible, being located behind intervening tree belts and buildings, set in front of the pylon line.

Description of Changes in the View during the Construction Phase

The views would be oblique in nature and the most elevated crane activities would be located below the intervening tree line and are unlikely to be discernible at this distance, with the remainder of construction activity fully screened by intervening buildings and planting.

Magnitude of visual change:	Type of effect:	Significance:
Very Low to None	**Adverse & short term**	**Negligible - Not Significant**

Description of Changes in the View at Operation Year 1

The upper parts of the chimneys and buildings of the main EfW CHP Facility would be heavily filtered by intervening tree cover and would not be visible when the trees are in leaf and would not be readily discernible to the casual observer. Their presence could be infrequently highlighted by the occasional visible plume under certain meteorological conditions.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & long term**	**Negligible - Not Significant**

Description of Changes in the View at Operation Year 15		
No changes are predicted from the View at Operation Year 1.		
Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Negligible - Not Significant**

Table 9I.25 Viewpoint 25 – Hereward Way close to Andrew's and Reed Fen Farm

Viewpoint Information	
Viewpoint OS grid reference:	544313, 298537
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxv: Viewpoint 25: Hereward Way close to Andrew's and Reed Fen Farm** Existing view and Photowire – **Figure 9.41a & b: Viewpoint 25: Hereward Way close to Andrew's and Reed Fen Farm**
Distance to chimneys in the EfW CHP Facility:	9.5km
Visual Receptor groups located at or close to Viewpoint:	Walkers on the Hereward Way long distance footpath route.
Visual Receptor sensitivity:	**High**. Susceptibility is high and views are of a medium value.

Description of Baseline View

Beyond the foreground embankments and watercourse of the River Nene, the view is dominated by flat arable fields and the 25 turbines of the Stags Holt and Coldham/Coldham Extension wind farms. An additional wind turbine is located within the sewage treatment works in the far-left side of the view. Occasional scattered farmsteads are visible and an overhead line on wooden poles crosses the skyline in the middle ground of the view. The landscape contains localised tree cover in the form of shelter belts, small plantations and tree planting around farmsteads which, being located in a flat landscape, overlap and coalesce to create the appearance of a well vegetated horizon. The site of the EfW CHP Facility and existing Wisbech Industrial Estate on the southern edge of Wisbech are fully screened by intervening vegetation.

Description of Changes in the View during the Construction Phase

The views would be oblique in nature and uppermost crane activities would be mostly located below the intervening tree line and are unlikely to be discernible at this distance, with the remainder of construction activity fully screened by intervening buildings and planting.

Magnitude of visual change:	Type of effect:	Significance:
Very Low to None	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

The EfW CHP Facility would not be readily discernible, even in winter, due to the intervening tree cover. The upper parts of the chimneys would extend above the treeline on the horizon but given the intervening distance and the middle-ground context of operational windfarm they would form a very small incremental addition to the view that may not be perceived by the casual observer in oblique views from the footpath route. The chimneys' presence could periodically be emphasised by the presence of the occasional visible plume when prevailing daytime meteorological conditions are favourable to the plume being visible.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Description of Changes in the View at Operation Year 15

No changes are predicted from the View at Operation Year 1.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Table 9I.26 Viewpoint 26 – Folgate Lane, Walpole St Peter

Viewpoint Information	
Viewpoint OS grid reference:	549604, 316461
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxvi: Viewpoint 26: Folgate Lane, Walpole St Peter** Existing view and Photowire – **Figure 9.42a & b: Viewpoint 26: Folgate Lane, Walpole St Peter**
Distance to chimneys in the EfW CHP Facility:	9.5km
Visual Receptor groups located at or close to Viewpoint:	Illustrative of the most open views towards available to road users near the edge of Walpole St Peter. Views from nearby properties are generally restricted by orientation and intervening planting.
Visual Receptor sensitivity:	**Medium**. Susceptibility of road users is medium. The view, whilst rural, contains detractors and is of medium value.

Description of Baseline View

The foreground of the view comprises of a rural road, drainage ditch, and a large flat agricultural field. The field is backed by a hedgerow that extends from across the middle-ground of much of the view. Above this hedgerow the upper storeys of a residential property off Creek Road are partially visible in the centre of the view amongst background trees. On the right-hand side of the view above the hedgerow Walpole Substation provides a distinctive visual element with its component elements having contrasting form and colour. Long distance views are mostly screened by intervening vegetation, the horizon of the view is formed by the coalescence of vegetation. There are many vertical elements, including overhead lines on wooden poles on the left-hand side in the middle distance and over ten electricity pylons and associated conductors extending across the horizon at varying distances as they emanate from and converge upon Walpole Substation.

Description of Changes in the View during the Construction phase

No construction activities relating to the EfW CHP Facility would not be visible from this location due to intervening screening from vegetation in the middle ground of the view allied with the separation distance.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**Neutral & short term**	**None - Not Significant**

Description of Changes in the View at Operation Year 1

The upper parts of the chimneys of the EfW CHP Facility may be visible in the background the view next to the block of conifers, the remaining elements would be screened by intervening vegetation in the middle ground. Although there may be partial views of the chimneys, there are other built elements already present that would be much more prominent, e.g., the steel lattice pylons in the foreground-middle ground. The EfW CHP Facility would over 9km away, and where no screening is available, change would only affect a very small part of the view. Any elevated EfW CHP Facility elements that could be visible would be unlikely to be

discernible by the casual observer. The exception could arise on the few occasions when daytime meteorological conditions combine so that the plume becomes visible which could serve to emphasise the chimney's small-scale presence.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & long term**	**Negligible - Not Significant**

Description of Changes in the View at Year 15

There would be no notable changes compared with the view experienced at Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & long term**	**Negligible - Not Significant**

Table 9I.27 Viewpoint 27 – Nene Way on southern edge of Sutton Bridge on A17

Viewpoint Information	
Viewpoint OS grid reference:	548008, 320741
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxvii: Viewpoint 27: Nene Way on southern edge of Sutton Bridge on A17** Existing view and Photowire – **Figure 9.43a & b: Viewpoint 27: Nene Way on southern edge of Sutton Bridge on A17**
Distance to chimneys in the EfW CHP Facility:	13.1km
Visual Receptor groups located at or close to Viewpoint:	Selected to illustrate the type of views available to recreational Receptors on northern sections of Nene Way and residential Receptors on the southern edge of Sutton Bridge.
Visual Receptor sensitivity:	**High**. Recreational and residential Receptors are of High susceptibility. Although there are industrial elements in the view, the view is mainly of rural elements with a moderate scenic quality with a Medium Value.

Description of Baseline View

The foreground of the view comprises the River Nene, its embankments and Station Road. On the right-hand side of the view there is a large flat agricultural field. The most prominent visual elements are the buildings and twin chimneys at Sutton Bridge Power Station on the far (eastern) side of the River Nene. In the middle ground to the right-hand side of the view, residential properties on Peters Point Road can be seen through boundary planting on the periphery of the properties and adjacent to the road. Due to the flat topography and minimal intervening vegetation long range views are available in the centre of the view where the alignment of the River Nene draws viewers' attention. A green metal frame structure associated with sewage works can be seen at the long distance, the remainder of the long-distance views are of vegetation. There are several vertical elements in the view, including the chimneys on Sutton Bridge Power Station, several electricity pylons and associated conductors, and telegraph poles and wires in the centre and right-hand side of the view at varying distances. There are two wind turbines at the Grange Wind Farm to the right-hand side of the view (five more turbines are present out of the frame of the view). The base of the turbines is screened by a hedgerow adjacent to Peters Point Road.

Description of Changes in the View during the Construction Phase

No construction activities related to the EfW CHP Facility would be visible from this location due to separation distance combined with intervening screening from vegetation adjacent to Sutton Bridge Power station and on the eastern side of the river corridor.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**Neutral & short term**	**None - Not Significant**

Description of Changes in the View at Operation Year 1

For most of the operation phase none of the elements of the EfW CHP Facility would not be visible from this location due to combination of the separation distance and the good level of screening that would be provided by vegetation. A likely exception would be the occasional short periods when the meteorological conditions combine to make the plume visible during daytime hours, when these conditions prevail the plume could be visible low above a narrow section of the horizon.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Year 15

There would be no changes compared with the view experienced at Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Very Low	**Adverse & short term**	**Minor - Not Significant**

Table 9I.28 Viewpoint 28 – Welney Wildlife Trust Visitor Centre

Viewpoint Information	
Viewpoint OS grid reference:	554700, 294660
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxviii: Viewpoint 28: Welney Wildlife Trust Visitor Centre** Existing view and Photowire – **Figure 9.44a & b: Viewpoint 28: Welney Wildlife Trust Visitor Centre**
Distance to chimneys in the EfW CHP Facility:	16.1km
Visual Receptor groups located at or close to Viewpoint:	Representative of the long-distance views available to recreational users of the public bridleways in and around WWT Welney Wetland Centre. Similar views likely obtained from the bird hide, as part of the Visitor Centre.
Visual Receptor sensitivity:	**High**. Susceptibility of recreational Receptors is high. The views are not specifically promoted as part of the attraction and are of medium value.

Description of Baseline View

The foreground of the view comprises the New Bedford River and embankments on the left-hand side of the view. The viewing platform and the entrance bridge at the Visitor Centre are visible extending from the foreground into the middle ground. Through an intermittent line of willows there are middle distance views of flooded fields extending into the long distance. Due to flat topography long distance views are widely available in which the upper sections of several residential, agricultural, and industrial buildings can be seen that are located off Lakes End, Mudd's Drove and the A1101. There are some vertical elements in the view,

including partial, long-distance views of wind turbines at Coldham/Coldham Extension and Stags Holt Wind Farms on the left-hand side of the view above intervening vegetation. There are also several electricity pylons and associated conductors extending across the right-hand side of the horizon.

Description of Changes in the View during the Construction Phase

All construction activities would be screened apart from the upper sections of 75m tall cranes and for a short period 95m tall cranes could be visible, but due to the distance and slightness of the cranes they would not be easily discernible from this viewpoint. Views of activities would be dependent upon clear atmospheric conditions being available.

Magnitude of visual change:	Type of effect:	Significance:
Very Low to None	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

The upper sections of new buildings and chimneys at the EfW CHP Facility may be visible low above a very narrow section of the horizon. All other elements would be screened by intervening vegetation. Although there may be partial views of the tallest elements of the EfW CHP Facility over a separation distance of more than 16km, these elements, and the occasional visible plume, would be unlikely to be discernible by the casual observer and their visual presence would be dependent upon meteorological conditions.

Magnitude of visual change:	Type of effect:	Significance:
Very Low to None	**Adverse & long term**	**Minor - Not Significant**

Description of Changes in the View at Year 15

There would be no notable changes compared with the view experienced at Year 1.

Magnitude of visual change:	Type of effect:	Significance:
Very Low to None	**Adverse & long term**	**Minor - Not Significant**

Table 9I.29 Viewpoint 29 – NCR 11 /St. Peter's Road, Watlington

Viewpoint Information	
Viewpoint OS grid reference:	561249, 311487
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxix: Viewpoint 29: NCR 11 /St. Peter's Road, Watlington** Existing view and Photowire – **Figure 9.45a & b: Viewpoint 29: NCR 11 /St. Peter's Road, Watlington**
Distance to chimneys in the EfW CHP Facility:	16.2km
Visual Receptor groups located at or close to Viewpoint:	Selected to illustrate the type of views available from the Watlington area and recreational Receptors using NCR 11; Fen Rivers Way; & Ouse Valley Way.
Visual Receptor sensitivity:	**High**. Cyclists, walkers and residents are of high susceptibility and views have a medium value.

Description of Baseline View

This is a simple view that contains few elements. Its foreground and middle ground are mostly formed by a characteristic extensive agricultural field bounded in the foreground by a drainage ditch. In the central middle distance residential properties located off Church Road are partly visible with their curtilages containing a considerable amount of deciduous and coniferous tree cover: another common landscape characteristic in this part of the Study Area. Flat topography ensures that long distance views are available to the right-hand side of the view where there is an absence of tree cover. In this section of the view the upper sections of buildings and the church at Wiggenhall St Mary Magdalene are visible with the remainder of the long-distance views being made up of vegetation at varying distances. There are some vertical elements visible, including many wooden telegraph and electricity distribution poles distributed across the view at varying distances.

Description of Changes in the View during the Construction Phase

No construction activities related to the EfW CHP Facility would be visible from this location due to intervening screening from vegetation in the middle ground in the curtilages of the properties located off Church Road.

Magnitude of visual change:	Type of effect:	Significance:
No Change	**Neutral & short term**	**None - Not Significant**

Description of Changes in the View at Operation Year 1

No buildings nor the chimneys nor the occasional visible plume associated with the EfW CHP Facility would be visible from this location due to height of the intervening screening from vegetation in the middle ground in the curtilages of the properties located off Church Road.

Magnitude of visual change: **No Change**	Type of effect: **Neutral & long term**	Significance: **None - Not Significant**

Description of Changes in the View at Year 15

There would be no changes compared with the view experienced at Year 1.

Magnitude of visual change: **No Change**	Type of effect: **Neutral & long term**	Significance: **None - Not Significant**

Table 9I.30 Viewpoint 30 – Nene Washes NNR Car Park at Eldernell

Viewpoint Information	
Viewpoint OS grid reference:	531783, 299195
Figure Nos: **(All Volume 6.3)**	Annotated baseline photo – **Figure 9.15xxx: Viewpoint 30: Nene Washes NNR Car Park at Eldernell** Existing view and Photowire – **Figure 9.46a & b: Viewpoint 30: Nene Washes NNR Car Park at Eldernell**
Distance to chimneys in the EfW CHP Facility:	16.2km
Visual Receptor groups located at or close to Viewpoint:	Selected to illustrate the type of views available to recreational Receptors on this section of the Nene Way and at Nene Washes Nature Reserve.
Visual Receptor sensitivity:	**High**. Long distance footpath users and visitors to the nature reserve are of high susceptibility and the views are of medium value.

Description of Baseline View

The foreground of the view comprises of a flooded large area, Moreton's Leam stream and boundary vegetation on the right-hand side of the view. The flooded area extends from the foreground into the long distance across much of the view. Due to the flat topography, there are long distance views of the upper sections of sporadic agricultural units and residential properties available across the view, the remainder of the background of the view is made up of vegetation at varying distances. There are several vertical elements in the view, including many telegraph poles distributed across the view in the long distance.

Description of Changes in the View during the Construction Phase

All construction activities would be screened apart from during the latter part of the construction phase when potentially the uppermost crane activities may be visible, but due to the separation distance of more than 16km and slightness of the cranes they would not be easily discernible from this viewpoint. Their visual presence would be dependent upon favourable meteorological conditions.

Magnitude of visual change:	Type of effect:	Significance:
Very Low to None	**Adverse & short term**	**Minor - Not Significant**

Description of Changes in the View at Operation Year 1

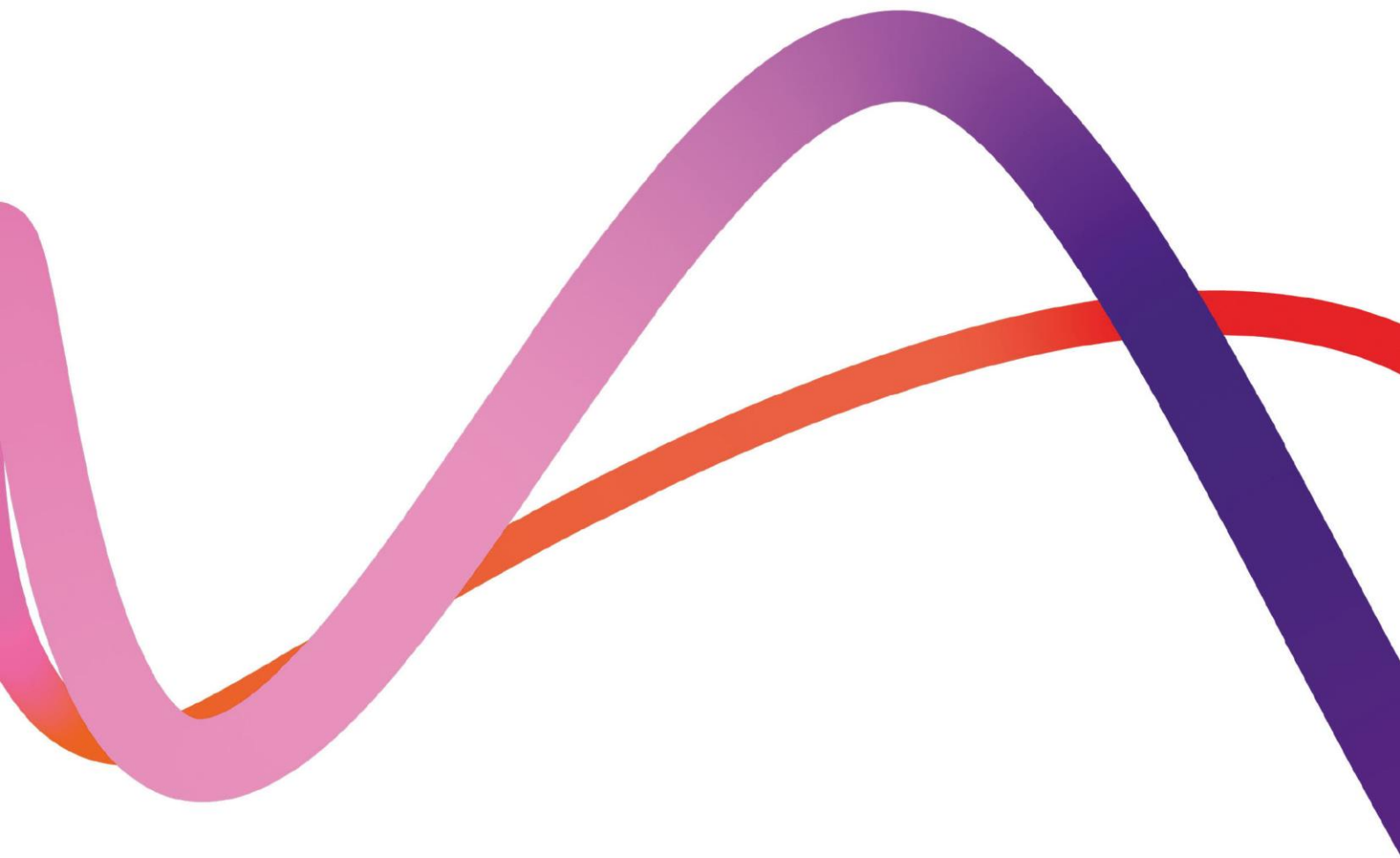
The upper sections of new buildings and chimneys of the EfW CHP Facility may be visible in the long distance in the background. All other elements would be screened by the coalescence of the intervening vegetation. The visibility of the chimneys, the occasional visible plume and the upper sections of the main building at the EfW CHP Facility would be dependent upon favourable meteorological conditions and due to their small-scale these elements would be unlikely to be readily discernible in casual views.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**

Description of Changes in the View at Year 15

There would be no notable changes compared with the view experienced at Year 1.

Magnitude of visual change: **Very Low**	Type of effect: **Adverse & long term**	Significance: **Minor - Not Significant**



Medworth Energy from Waste
Combined Heat and Power Facility

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Environmental Statement Chapter 9 Landscape and Visual Appendix 9J Visual Assessment Table

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

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Appendix 9J
Visual Assessment Table

Contents

1. Assessment of Visual Effects

1.1.1 The assessment of effects upon the views of identified visual Receptors (communities, recreational Receptors and vehicular Receptors) within the Area is set out in **Table 9J.1: Assessment of visual effects**. This assesses the effects of the Proposed Development for the Construction Phase, at Operation Year 1 and Operation Year 15.

Table 9J.1 Assessment of visual effects

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Residential Properties within 500m of the main building at the EfW CHP Facility Receptor Sensitivity: Value and Susceptibility are assessed as High unless otherwise stated.						
Rose Bungalow, New Bridge Lane	High	Construction	The screening provided by the intervening light industrial units in the Wisbech Industrial Estate centred on Algores Way to the north of New Bridge Lane, principally the ~10m high DHL unit, would screen any potential views of the construction activities for the main building at the EfW CHP Facility, the CHP Connection, and the activities in the Temporary Construction Compounds. Residents would have limited framed views of the construction of the crossing over the disused March to Wisbech Railway. Also, in views from the frontage of the Bungalow and windows in northern and eastern elevations, residents would be likely to see the periodic crane activities, especially activities of the three 75m high box cranes (a 95m high crane will be needed at the very end of the construction phase). Residents would also have views of some of the small-scale, highways improvement schemes required for New Bridge Lane to facilitate construction and operational phase access. The most consistent visual impact throughout much of the 36 months long construction phase would be the increase in traffic movement along the western section of New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site. It is likely that, with the possible exception of the box crane	Low (Bungalow residents) and Very Low (Caravans' residents)	Adverse and short term	Moderate and Minor - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			activities, none of these construction phase activities will be visible to residents in the well-enclosed and screened caravans.			
		Operation Year 1	The upper part of the boiler house at the main building at the EfW CHP Facility will be prominent above a section of the large intervening DHL building in the fore- and middle ground in views from north and east facing windows, and when residents use the gravel frontage area and driveway. The chimneys will likewise be a prominent element in these views over a separation distance of at least 370m. In contrast residents' views from ground level windows and exterior locations are predicted to be almost entirely screened by the conifer hedge and, for residents living in the caravans, by the 50m long, two storey high industrial building alongside this property. The only relatively open north-eastern views available to residents in which the upper part of the main building at the EfW CHP Facility and its chimneys will be prominent visual elements would be from the east-facing dormer window. The **Outline Lighting Strategy set out in Appendix 3A (Volume 6.4)** shows that operational phase lighting would be restricted to ground and some low-level components. Residents would consequently be unlikely to experience changes compared with baseline night-time views. The prominence of the chimneys would be emphasised when the visible plume is present, however this situation would only arise under specific meteorological conditions and the plume would be	Low (Bungalow residents) and Very Low (Caravans' residents)	Adverse and long term	Moderate and Minor - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			visible only very infrequently, especially during daylight hours. The increase in traffic movement along New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site would be visible from the gravel curtilage of the bungalow and in direct views from the front of the property facing northeast onto New Bridge Lane with narrow oblique views from the elevation of the bungalow facing southeast. Given the high level of different types of screening and the industrial/commercial baseline visual context, it is assessed that the magnitude of visual change would be low for residents in Rose Bungalow and very low for residents in the four caravans. There would be a Moderate level of effect for Rose Bungalow's residents, although this would be Not Significant as the changes would apply to only a small proportion of the residents' views and these views would not be fundamentally changed even when the plume could be visible at its maximum potential height and length, and a Minor level of effect for the Caravan's residents that would be Not Significant.			
		Operation Year 15	The situation set out in the rationale for Operation Year 1 would not alter by Operation Year 15 as the maturing tree and wet woodland planting in the southern part of the EfW CHP Facility Site would not	Low (Bungalow residents) and Very Low	Adverse and long term	Moderate and Minor - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			be tall enough to provide any screening of the upper part of the boiler house or the chimneys.	(Caravans' residents)		
No.9, New Bridge Lane	High	Construction	The combination of fencing and dense coniferous boundary hedgerows up to 5m high severely restricts residents' outward views in all directions from ground floor windows and their curtilage. The property's residents would have potential close distance views of the disused March to Wisbech Railway crossing improvements to the south-east although such views would be restricted to the few first floor windows in southern and eastern elevations. The removal of western part of the existing group of mature deciduous trees on the southern edge of the EfW CHP Facility Site would reduce the filtering of the residents' elevated eastern views, thereby potentially increasing the prominence of the 33m high Lineage Logistics Cold Store (the 'Cold Store') in these views. For the construction activities within the EfW CHP Facility Site, residents' views would be restricted to first floor windows in the property's northern and eastern elevations. The 2.4m high construction compound fence and the temporary soil bund in the closest south-western corner of the temporary construction compound (See **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) would be screened by the existing property boundary hedgerows. These hedgerows would also screen all ground level activities in the nearby pre-assembly	High	Adverse and short term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			area and storage area as well as the main earthworks and ground level construction activities at the main building of the EfW CHP Facility a minimum of 130m to the north-east. Activities in the pre-assembly and storage areas would be visible in views from the two first-floor windows in the eastern gable end elevation. Likewise, the construction activities at the main building of the EfW CHP Facility would be visible above and through intervening broken tree cover and the adjacent blue, corrugated metal-clad, 8m high industrial shed for residents looking out from any first-floor windows in the property's northern elevation. The periodic crane activities would be potentially prominent in northern and north-eastern views. The 75m high box cranes could be temporarily dominant visual elements, as would be the very short-term 95m high cranes required to top off the chimneys. The most consistent visual impact throughout much of the 36 months long construction phase would be the increase in traffic movement along the western section of New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site. These views would be partly screened in places by a proposed 3m tall boundary fence closer to the dwelling along the southern edge of the property curtilage. Overall, the combination of different construction activities would be likely to result in a magnitude of change that would vary between Medium and High magnitudes of change with a resultant Major level of effect that would be Significant.			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	Assuming retention of the dense 2-5m high coniferous hedgerows around the key eastern and northern boundaries of the property, residents would continue to have no views of the ground and lower-level components and activities within the operational EfW CHP Facility Site from ground floor windows or within the property's curtilage. There would nevertheless be views of the upper third/quarter of the 52m high boiler house as well as the upper two thirds of the chimneys from ground level locations. A much greater proportion of the chimneys and the southern and western elevations of the EfW CHP Facility would be visible in residents' direct views from first floor, north-facing windows and oblique views from the two first-floor east-facing windows. The EfW CHP Facility would dominate the northern view, although it would be viewed in the baseline context of the existing light industrial and commercial development in the part of the Wisbech Industrial Estate off Algores Way. The EfW CHP Facility would be highly prominent in the latter oblique view, although it would be seen in the context of the direct view toward the more distant Cold Store. The height, scale, mass, and relative proximity of the main components visible within the operational EfW CHP Facility Site would result in a high magnitude of change, even though they would not be seen at all in Receptors' southern and western views. There would be likely to be some filtered views of a proportion of the closest ground and low-level lighting in southern and eastern parts of the operational EfW CHP Facility.	High	Adverse and long term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			The increase in traffic movement along New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site would be visible but partly screened in places by the proposed 3m tall boundary fence closer to the dwelling along the southern edge of the property curtilage. The prominence of the chimneys would be emphasised when the plume is visible. This situation would only arise when specific meteorological conditions occur and the plume would be visible only very infrequently, especially during day light hours. There would be a resultant Major level of effect that would be Significant.			
		Operation Year 15	The situation set out in the rationale for Operation Year 1 would be unlikely to alter by Operation Year 15 as the maturing tree and wet woodland planting in the southern of the EfW CHP Facility (as shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) would not provide effective screening of the upper part of the boiler house or the chimneys in views from east or north-facing first floor windows, especially in winter months.	High	Adverse and long term	Major - **Significant**
No.10, New Bridge Lane	High	Construction	Under baseline conditions residents' northern and north-eastern views towards the existing light industrial and commercial development in Wisbech	High	Adverse and short term	Major – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Industrial Estate off Algores Way and Boleness Road are heavily filtered by the mature group of trees and scrub close to the north of the property on the southern edge EFW CHP Facility Site. As shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**, a proportion of these trees and scrub would be lost at the beginning of the construction phase to facilitate the improvements to New Bridge Lane and construct the EfW CHP Facility Site's main access. These will be on the western side of the plantation. Views of ground level activities within the EfW CHP facility Site from residents using New Bridge Lane as their access road to No. 10 New Bridge Lane would be screened by a solid 2.4m high fence along the southern boundary of the EfW CHP Facility Site. Within the curtilage of No.10 New Bridge Lane views of lower-level construction activities including the pre-assembly area, the storage area, the Grid Connection works compound and the offices and welfare buildings as well as the main HGV access immediately opposite would be predominantly screened by the 3m high acoustic fence along the northern boundary of the property curtilage. Above these low elevation, visual elements, and over a minimum separation distance of 180m, residents would have clear views of the construction of the main building at the EfW CHP Facility. This will periodically include up to nine cranes up to a height of up to 75m (with 95m high cranes at the end of the construction phase), plus associated plant movement and lighting. These extensive visual changes will take place across 120° angle of view, although views from			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			eastern and southern elevation windows and parts of the residents' rear garden would be unaffected. 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. Overall, the combination of different construction activities would result in a magnitude of change that would be High with a resultant Major level of effect that would be Significant.			
		Operation Year 1	The southern elevation of the operational main building of the EfW CHP Facility would be the dominant visual element in residents' northern views from the front of the property, driveway and front garden. As well as the 90m high chimneys, the southern elevation would comprise the bag filter houses and the upper part of the 52m high boiler house. To the right-hand side of the main building of the EfW CHP Facility there would be at least partial views of the 132kV switching compound, water treatment plant and turbine hall. A proportion of the intervening area beyond New Bridge Lane would be hardstanding used for the parking and circulation of the delivery vehicles which would access and leave the Site via New Bridge Lane. All these facilities would be subject to operational and security lighting requirements as specified in **Appendix 3A: Outline Lighting Strategy (Volume 6.4)**. The increase in	High	Adverse and long term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			traffic movement along New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site would be partly visible above the 3m high acoustic fence along the northern boundary of the property curtilage. The new tree and wet woodland planting in the southern part of the Site as shown on **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)** would only provide minimal filtering of some ground level components and activities. Although levels of change and movement would reduce in comparison with the construction phase, the height, scale, mass, and relative proximity of the main components visible within the operational EfW CHP Facility would result in a High magnitude of change even though they would not be seen at all in Receptors' southern and eastern views. There would be a resultant Major level of effect that would be Significant.			
		Operation Year 15	The situation set out in the rationale for Operation Year 1 would be unlikely to alter by Operation Year 15 as the maturing tree and wet woodland planting in the southern part of the EfW CHP Facility (as shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) would not provide effective screening of the middle and upper-level components, especially the upper part of the boiler house and the chimneys.	High	Adverse and long term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Potty Plants Nursery, New Bridge Lane	High	Construction	The residents' views towards the EfW CHP Facility Site are overwhelmingly oblique. These views would generally be screened by the closer 33m high Cold Store that has been dominated residents' northern and western views for over a decade. The Cold Store's presence means that only the southern part of the temporary construction compound would be visible in any north-western views that are filtered by vegetation on the property's north-western boundary. The subsequent presence of, and activities within, the pre-assembly area, the storage area, and possibly the Grid Connection works compound would be relatively low elevation, small -scale elements in oblique views over a minimum separation distance of 250m. Similarly, the movement of the HGVs along the western section of New Bridge Lane over a similar separation distance would be a minor visual element in any views. The temporary offices and welfare buildings and nearly all the construction activities at the principal facilities and main building at the EfW CHP Facility Site, including most crane activities would be screened behind the Cold Store. The only exception could be construction activities at the south-western corner of the main building of the EfW CHP Facility Site visible beyond the south-western corner of the Cold Store. The construction phase would also require the installation of the underground cable for the 132kV Underground Grid Connection (UGC) which would be routed along New Bridge Lane. The installation of the potable water supply connection would require similar parallel construction activities. The UGC and water supply connection installation would require the excavation of open cut	Low	Adverse and short term	Moderate - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			trenching along New Bridge Lane, cable laying (or pipe laying) and backfilling, or as an alternative option a HDD launched from the orchard opposite. The former are operations would take place over a short duration and are the type of activities that are commonly seen with works in the highway and would not give rise to significant effects on their own or in combination with the main construction activities at the EfW CHP Facility Site. The latter, HDD would be further way from the property and diagonally opposite. The magnitude of change is assessed as Low, and the level of effect would be Moderate. Given the presence of the closer Cold Store that occupies much of the residents' baseline views towards the EfW CHP Facility Site, the oblique nature of the views and the absence of any change in residents' south-western or south-eastern views, the level of effect is assessed to be Not Significant.			
		Operation Year 1	The same factors set out for the construction phase would apply in the operation phase, especially the oblique nature of any views and the screening provided by the Cold Store. The only built component in the southern part of the operational EfW CHP Facility Site that will be visible would be the 35m long, 10m high switching gear building. The remainder of the southern part of the operational EfW CHP Facility would consist of hardstanding used for materials storage and vehicular temporary parking and circulation, although these activities would require movement and ground and low-level lighting as	Low	Adverse and long term	Moderate - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			specified in **Appendix 3A: Outline Lighting Strategy (Volume 6.4)**. The main building, including the boiler hall, the turbine hall and the water treatment plant would all be located behind the Cold Store, with the possible exception of the south-western corner of the main building. Trigonometry calculations in CAD software demonstrate that even the 90m high chimneys would be screened by the Cold Store from ground level locations within and immediately around residents' property apart from theoretical views from the western parts of the gardens that are in any event enclosed by garden planting. The Cold Store, however, would not be able to screen the occasional visible plume from the chimneys, albeit that the requisite meteorological conditions for the plumes to be visible would arise only occasionally during the daytime. The magnitude of change would remain Low, and the level of effect would be Not Significant for the same rationale as set out for the construction phase.			
		Operation Year 15	The situation set out in the rationale for Operation Year 1 would be unlikely to alter by Operation Year 15. Although the maturing tree and wet woodland planting in the southern part of the EfW CHP Facility Site woodland (as shown in **Figure 3.14 Outline Landscape and Ecology Strategy**) would provide some screening of the vehicular activities on the hardstanding areas, the residual views and lighting would continue to generate a Low magnitude of change throughout the operational phase.	Low	Adverse and long term	Moderate - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
The Chalet, New Drove	High	Construction	Residents at the Chalet have typically restricted views to the west towards the EfW CHP Facility Site and the Temporary Construction Compound. Other than vehicular access, the property's frontage onto New Drove is marked by a 1.8m high close boarded fence and dense coniferous hedgerow. There are few windows in the property's western elevation. In addition, there is a tall, unkempt deciduous hedgerow on the opposite side of New Drove behind which the intervening ~200m to the closest boundary of the Temporary Construction Compound and ~360m to the closest elevation of the main building at the EfW CHP Facility under-construction, is largely occupied by existing light industrial and commercial development within the Wisbech Industrial Estate. These factors would combine to ensure that residents could have no views of any ground or lower-level construction phase components or activities. There would be some potential for construction activities on the upper part of the boiler house and chimneys including the periodic crane activity. In the visual context of the existing light industrial and commercial development within the Wisbech Industrial Estate and paucity of the western views available to the Chalet's residents, it is assessed that the magnitude of change would be Very Low and the level of effect Minor and Not Significant.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	The same combination of adjacent and intervening screening elements and baseline view availability restriction for these residents would severely limit the	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			potential presence of the operational EfW CHP Facility in residents' views. The only visible components would likely be the upper part of the boiler house (52m), and chimneys (90m). These components would be moderate scale elements above ~25° of the western horizon in the visual context of numerous other light industrial and commercial buildings and elements including the northern end of the Cold Store i.e., there would be no visual contrast. There would be some views of the occasional visible plume in suitable meteorological conditions. The magnitude of change would be Low, and the level of effect would be Moderate and Not Significant given the visual context and the retention of residents' views across the open field and orchards of Little Bolness field to the east.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 because none of the tree and wet woodland planting within the southern part of the EfW CHP Facility Site woodland (as shown in **Figure 3.14 Outline Landscape and Ecology Strategy Volume 6.3**) could be visible from the Chalet even when mature. There is potential for further light industrial and commercial development to be established in the semi-derelict area between New Drove and Boleness Road.	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Iolanda Bungalow and Kennels, B198, Cromwell Road	High	Construction	With reference to the photomontage visualisation in **Figure 9.18b: Viewpoint 2: Lidl Carpark west of Cromwell Road (Volume 6.3).** it should be noted that this view illustrates less restricted views towards the EfW CHP Facility Site than would be experienced at the nearby property. Nonetheless the view demonstrates that the intervening retail, commercial and light industrial development east of Cromwell Road and mature trees near McDonald's restaurant would coalesce to restrict residents' potential south-eastern views of ground, lower and middle level construction activities. Only the upper-level construction activities at the boiler house, chimneys and possibly the bunker hall, including periodic crane activity, would be potentially visible over a minimal separation distance of ~420m and partially filtered by tree cover. The presence of cranes and some elevated construction activities would result in a Low magnitude of change. The resultant Moderate level of effect would be Not Significant.	Low	Adverse and short term	Moderate – **Not Significant**
		Operation Year 1	As indicated in less restricted views from the photomontage in **Figure 9.18b: Viewpoint 2: Lidl Carpark west of Cromwell Road (Volume 6.3),** the only visible components of the operational EfW CHP Facility would be the upper parts of the boiler house, chimneys and possibly the bunker hall above the developed horizon formed by buildings at the Wisbech (Belgrave) Retail Park and partially filtered by intervening tree cover. The new built elements would be situated in the same field of view as the	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			brightly lit MacDonalds restaurant and movement and street lighting on Cromwell Road (B198). The vertical contrast in form provided by the chimneys could be slightly emphasised during the infrequent daytime incidences when the occasional plume would be visible, however an overall Low magnitude of change is assessed. The Moderate level of effect would be Not Significant, given the restricted nature of views and in the prevailing visual context of the Wisbech (Belgrave) Retail Park and other industrial and commercial development.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as no planting within the boundary of the EfW CHP Facility Site could be visible to these residents even when mature.	Low	Adverse and long term	Moderate – **Not Significant**
Group of southern properties on New Drove	High	Construction	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. The only exception might be parts of the linear garden at the southern property if its New Drove frontage hedgerow is severely trimmed back. There could be no views of any ground level or lower-level construction components or activities due to the coalescence of the light industry and commercial built development in the part of the Wisbech Industrial	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Estate alongside Boleness Road and Algores Lane. As indicated in the Photowire visualisation from Viewpoint 4 in **Figure 9.20b: Viewpoint 4: Northern end of New Drove (Volume 6.3),** which is slightly further to the north, any views of the construction activities for upper parts of the chimneys and boiler house at the EfW CHP Facility and associated crane activities (up to 75m high with a 95m high crane required for a few days towards the end of the construction phase) 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. Whilst there would be slightly increased potential for very oblique views from first floor windows in the north-west facing elevations, the same intervening factors would apply to reduce the role of the more elevated construction activities at the EfW CHP Facility in these views. In the existing visual context of extensive, visually similar development, it is assessed that the magnitude of visual change would be Very Low for residents in these properties. The result would be a Minor level of effect for residents which would be Not Significant.			
		Operation Year 1	As indicated in the Photowire visualisation in **Figure 9.20b: Viewpoint 4: Northern end of New Drove (Volume 6.3),** the only visible components of the operational EfW CHP Facility would be the upper parts of the boiler house and the chimneys above a 20° section of the already developed south-western	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			horizon currently formed by the roofscape of the intervening light industrial and warehousing type buildings. Residents in all these properties, except the southern-most property, also benefit from screening by a line of mature conifers on the opposite western side of New Drove and some tree cover around the nearby Cadent site. There would be no views of any of the lighting required for the operational EfW CHP Facility and the visible plume would only be present very occasionally. The magnitude of change would be Low and the Effect Moderate and Not Significant given the restricted nature of views and the industrial context.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as the tree and wet woodland planting in the southern part of the EfW CHP Facility Site woodland (as shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) could not be visible to these residents even when mature.	Low	Adverse and long term	Moderate – **Not Significant**
Group of southern properties on Cox Close and Ellerby Drive	High	Construction	Reference to the photomontage visualisation in **Figure 9.18b: Viewpoint 2: Lidl Carpark west of Cromwell Road (Volume 6.3)** demonstrates that the intervening retail, commercial and light industrial development within the Wisbech Industrial Estate to the east of Cromwell Road would coalesce to screen residents' potential south-eastern views of ground,	Very Low	Adverse	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			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, 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 high density of the housing in this community would prevent all but occasional, highly partial, framed and typically oblique view of any crane activities for most residents, especially at ground level. The resultant overall Very Low magnitude of change would result in a Minor effect that is Not Significant.			
		Operation Year 1	Much of the rationale set out for the construction phase is applicable to the operation phase during which most residents in these properties and using nearby roads and open spaces would only possess fleeting, glimpsed views of the upper parts of the chimneys, the upper part of the boiler house and less frequently the occasional visible plume. All Receptors' views would be in the context of either the immediate surrounding, recently built, two or three storey residential blocks, or less frequently, the extensive intervening retail and commercial developments.	Low	Adverse & long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			The low-level lighting at the EfW CHP Facility would be largely screened with any residual views of lighting seen in the context of the high levels of night-time lighting from streetlights and the retail park as shown in the nearby baseline night-time view from Viewpoint 2 in **Figure 9.16i: Viewpoint Photograph 2: Lidl Carpark west of Cromwell Road (night) (Volume 6.3)**. As such it could only ever have a small incremental effect. The overall magnitude of change would be Low with a Moderate effect that would Not Significant due to the intervening retail, commercial and light industrial development within the Wisbech Industrial Estate, with available views typically oblique in nature.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase.	Low	Adverse & long term	Moderate – **Not Significant**
Residents in caravans in Oakdale Place Park and New Bridge Lane Travellers Site, south of A47	High	Construction	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 to the north. Consequently, there would be sufficient nearby and intervening screening to ensure that residents could have no views of any construction activities at the	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			EfW CHP Facility other than a minority potentially having views of the cranes' activities, primarily the three taller box cranes, and activities for the upper parts of the boiler house and the two chimneys. These would be in oblique views at the more easterly New Bridge Lane Caravan Park with additional intervening screening from the Cold Store. The establishment of the Potable Water connection may include open cut trenching to the south of the A47, however this would not be visible from the caravans due to the established vegetation screening. For all the Caravan Parks' residents, the magnitude of change would not exceed Very Low given the screening and the presence of A47 in the foreground of any heavily filtered views.			
		Operation Year 1	The rationale and screening factors set out for the construction phase would continue to be applicable throughout the operation phase. The only operational components that could be visible would be the upper-most sections of the two chimneys (which would have no aviation warning lights). The chimneys might extend above the northern boundary tree cover in any northern views available to residents in or around the caravans located in the southern part of the caravan parks. The occasional presence of the visible plume could temporarily increase the visual role of the chimneys. In these circumstances the magnitude of change would continue to be very low, and the level of effect would be Not Significant.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as tree and wet woodland planting within the southern part of the EfW CHP Facility woodland (as shown in **Figure 3.14 Outline Landscape and Ecology Strategy)**) would only slightly reinforce existing cumulative screening and could not affect any views of the upper-most sections of the chimneys. Were any of the potential development proposed for the South Wisbech Broad Location for Growth (see **Chapter 18 (Volume 6.2)**) take place on the fields north of A47, this could further screen the ground and lower-level activities and facilities.	Very Low	Adverse and long term	Minor – **Not Significant**
No. 25 Cromwell Road	High	Construction	This is a single large, two storey dwelling set slightly back from the south-eastern side of busy B198 which has street lighting along this section ~240m north-east of A47 traffic island. It is opposite the carpark, sheds and greenhouses associated with Smith's Farm Shop. The property's gardens are concentrated on its south-western and north-western sides. It possesses an open immediate setting onto disused fields which in turn extend to the southern edge of the Wisbech Industrial Estate. The closest development is the Coveris building which is 100m to the north-east and although only ~8m high extends back 160m from its frontage onto B198. The area to the east of the property is designated as 'South Wisbech Broad Location for Growth' in the Adopted Fenland Local Plan 2014. There is a permitted light warehouse type	Medium	Adverse and short term	Major – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			building under construction south of the Coveris building which is ~110m east of the property. There is a minimum separation distance of ~505m between the property curtilage and the southwest corner of the site adjacent to New Bridge Lane. The ground level construction activities, including minor access improvements, and movement of construction traffic along New Bridge Lane will be screened in residents' north-eastern views by the intervening Coveris building with the possible exception of oblique views from first floor windows in the property's south-eastern elevation (there are no first-floor windows in the north-eastern elevation). There would be clear views of the upper-most construction and crane activities from ground floor windows in south- and north-eastern elevations. These would be over a minimum separation distance of 700m and would be seen above the existing built development in the southern part of the Wisbech Industrial Estate that already dominates any north-eastern views.			
		Operation Year 1	The middle and upper parts 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. These would primarily be oblique views from the ground and first floor windows on the property's south-eastern (rear) elevation: the only windows in the north-eastern elevation are associated with the garage. The intervening-built development of the Coveris building would screen the lower components, including	Medium	Adverse and long term	Major – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			lighting, and all ground level plant movements at the operational EfW CHP Facility, including traffic movements along New Bridge Lane. As there are no screening elements close to the property's north- and south-eastern boundaries, where residents have north-and south-eastern views, the height and scale of the EfW CHP Facility would result in a medium magnitude of change. Overall, it is assessed that the magnitude of change sustained by the residents would be low but that this would result in a level of effect that would be Significant due to the absence of adjacent screening (unlike some closer residential properties).			
		Operation Year 15	The rationale set out for Operation Year 1 would be likely to apply throughout the operation phase. There would be no change by Operation Year 15 due to the establishment of the tree and wet woodland planting in the southern part of the EfW CHP Facility Site woodland (shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) as this planting could not screen residents' views of the upper-most sections of the EfW CHP Facility's main building or chimneys. However, the availability of open views towards these components could be reduced, heavily screened or even blocked if extensive build development were to be introduced to the immediate north-east, east or south-east of the property in the open dis-used field under the South Wisbech Broad Location for Growth (see **Chapter 18 (Volume 6.2)**).	Medium	Adverse and long term	Major – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Isolated properties on South Brink, west of B198	High	Construction	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 are two storey properties generally set in the remnants of orchards and benefit from moderate to high levels of tree cover and outbuildings close to their north-east in the relevant direction of views towards the EfW CHP Facility and Temporary Construction Compound which are at minimum separation distances of 550m to 800m. Beyond the remnant orchards, the intervening area is mostly occupied by the southern-most built development in the Wisbech Industrial Estate such as the Coveris building. The cumulative effect of this high level of intervening screening would be that residents would have no views of any ground or lower-level construction activities and any potential views of middle and upper-level construction and crane activities could only potentially be available from east or possibly north-facing first floor windows. It is likely that other than at the southern-most of these properties, residents consider that their principal views are to the west i.e., across South Brink to and across the River Nene. Magnitudes of change would vary between very low and low, and the level of effect would be Not Significant for all residents.	Low	Adverse and short term	Moderate – **Not Significant**
		Operation Year 1	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	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			to the residents from first floor windows. Views would be severely restricted by nearby screening elements from ground floor internal and external locations as indicated by the Photowire visualisation from Viewpoint 3 on the opposite North Brink which is shown in **Figure 9.19b: Viewpoint 3: North Brink south of Mile Tree Lane (Volume 6.3)** in which just the tops of the chimneys extend just above a much closer warehouse building. In such views the occasional presence of the visible plume would temporarily exacerbate the visual role of the chimneys. Where visible, the EfW CHP Facility main building and chimneys would be larger scale and/or taller than existing built components in the same views but would not be introducing new built components in a view that was previously devoid of modern built components. In this visual context and given that separation distances to the chimneys would be between 600m and 930m, it is assessed that residents would not sustain more than a low magnitude of change and that the moderate level of effect would be Not Significant.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as tree and wet woodland planting in the southern part of the EfW CHP Facility (shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) would only slightly reinforce existing cumulative screening and could not affect any views of the upper-	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			most sections of the chimneys (or occasional visible plume) that might be available to some of these residents.			
Communities – See Figures 9.11i and 9.11ii for distribution Receptor Sensitivity: Value and Susceptibility are assessed as High unless otherwise stated.						
Wisbech – twenty first century properties off Malt Drive and Abraham Drive	High	Construction	Properties at the southern end of Ellerby Drive and intervening retail, commercial and light industrial development 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. Only the upper-level construction activities at the boiler house, chimneys and possibly the bunker hall, including periodic crane activity, would be theoretically visible over a separation distance of 500m – 1050m. The high density of the housing in this community would prevent all but occasional, highly partial, framed views of any crane activities for most residents, especially at ground level. The resultant overall Very Low magnitude of change and Minor Effect that would be Not Significant.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	The rationale set out for the construction phase is applicable to the operation phase during which most residents in properties and using the roads and open spaces in this community would only ever possess fleeting, glimpsed views of the upper parts of the	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			chimneys, their occasional visible plume and, less frequently, the upper part of the boiler house. All Receptors' views would be in the context of either the immediate surrounding, recently built, two or three storey residential blocks, or less frequently, the extensive intervening retail and commercial developments. The low-level lighting at the EfW CHP Facility would be largely screened with any residual views of lighting seen in the context of the high levels of night-time lighting from streetlights and the retail park as shown in the baseline night-time view from Viewpoint 2 in **Figure 9.16i: Viewpoint Photograph 2: Lidl Carpark west of Cromwell Road (night) (Volume 6.3)**. As such it could only ever have an incremental effect. The magnitude of change would remain Very Low throughout the operation phase.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
Wisbech – properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road	High	Construction	Due to separation distances of 900m – 1300m 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 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. For a very small proportion of these community Receptors close to the northern section of the CHP Connection Corridor,	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			there would be limited potential for views of construction activities for the CHP Connection in western views. The site visit and aerial photography strongly indicate that even for residents at adjacent properties there would be sufficient established boundary vegetation to screen views of the low-level construction activities within the CHP Connection Corridor. There would be no simultaneous views of both construction activities within the CHP Connection Corridor and at the EfW CHP Facility. Neither construction activity would generate above a Very Low magnitude of change and all these community Receptors would sustain a level of effect that would be Not Significant.			
		Operation Year 1	The rationale set out for the construction phase would apply throughout the subsequent operation phase. There would be periodic views of the upper parts of the chimneys between dense nearby built development in some ground level southern views. In some views from first floor, south-facing windows (almost certainly bedrooms) the upper part of the chimneys, and possibly the boiler house, would be clearly visible above and between intervening rooflines in views already dominated by residential and/or light industrial development around Algores Way and Weasenham Lane. Views of the CHP Connection which would generally be routed near ground level and readily screened by existing vegetation alongside the CHP Connection Corridor. There could be occasional temporary views of the	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			visible plume. There would be no simultaneous views of both the CHP Connection and the upper parts of the operational EfW CHP Facility.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
Wisbech – King's Walk Park area to the west of Churchill Road/A1101	High	Construction	This central residential area in Wisbech is characterised by a high density of late nineteenth /early twentieth century, two storey residential properties, typically laid out on a regular road pattern fronting straight onto the roads. Other than the compact King's Walk Park, which is bounded by mature trees, the community possesses few open spaces. There are a moderate number of trees in properties' rear gardens. Outward views are highly limited, although residents travelling within their community have periodic framed views along the roads and a proportion of these are to the south-west towards the EfW CHP Facility Site. These baseline conditions, allied with an intervening minimum separation distance of 1.1 km 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 of the upper crane activities, and possibly other activities at the upper part of the boiler house, would be available along the limited number of south-west aligned roads for visual Receptors at ground level. Similar views	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			would also be occasionally available from south-facing, first floor windows, although the flat topography and high density of the built development would severely limit the availability of such views to residents. In this situation it is assessed that the magnitude of change would be Very Low, and the level of effect would be Minor and Not Significant.			
		Operation Year 1	The ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility** show that the potential for views of the tallest components at the operational EfW CHP Facility would be largely restricted in this community. No views of any components apart from the upper part of the boiler house and the chimneys would be possible. Views of the upper part of the boiler house would be restricted to a few locations on the southern edge of the community and a few south-facing, first floor windows where the configuration of nearby building allows outward views over 1km. The upper part of the chimneys and, as shown in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**, the occasional visible plume would be temporarily present above a narrow section of the south-western horizon where suitable aligned, framed open views are available across the community. The tree bounded King's Walk Park is outside both ZTVs. Even for Receptors which do possess the requisite combination of baseline factors to allow views of the chimneys they could only	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			sustain a Very Low magnitude of visual change that is Not Significant.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
Wisbech - students and staff at Thomas Clarkson Academy	Medium: Reflecting no particular value attached to views (Medium) and susceptibility moderated by people at their place of work (Low to Medium)	Construction	This Receptor group consists of the staff and pupils attending this educational establishment sited in mostly open grounds to the north of Weasenham Lane. Receptors inside the Academy's buildings are predicted to experience south-western outward views towards the EfW CHP Facility Site. Less restricted views would be available from outdoor locations. The Photowire visualisation in **Figure 9.20b: Viewpoint 4: Northern end of New Drove (Volume 6.3)** is from a location ~250m from the Academy's southern boundary and provides an indication of visibility of the upper-most construction and crane activities, although the foreshortening shown in the photograph may not apply to many Receptors in the Academy. Nevertheless, the intervening-built development within the Wisbech Industrial Estate would screen all ground and lower-level construction activities and would provide a visual context within which the more elevated activities would be seen. In the intermittently available views, Receptors would experience no more than a Low magnitude of change which would result in up to a Minor effect that is Not Significant.	Very Low - Low	Adverse and short term	Minor/Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	Review of the ZTV in **Figure 9.4i: Composite ZTV for the main building and chimneys at EfW CHP Facility (Volume 6.3)** indicates that the upper part of the main building and the chimneys would be visible in most south-western views available from outdoor spaces and appropriately orientated windows at the Academy. In both locations it is unlikely that Receptors' primary focus relates to the wider views across the built-up area of Wisbech. The occasional presence of the visible plume during the Academy's daytime opening hours could temporarily emphasise the visual role of the chimneys. No other components, including any lighting, would be visible. Receptors would experience no more than a low magnitude of change which would be Not Significant.	Very Low - Low	Adverse and short term	Minor/Negligible – **Not Significant**
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase.	Low	Adverse and short term	Minor – **Not Significant**
Wisbech – south of Weasenham Lane and west of Churchill Road/A1101 (including Heron Road open space)	High	Construction	This community consists of mid-twentieth century ribbon development extending along A1101 that has been substantially augmented by more recent residential development including housing around the Heron Road open space. In addition, there are also blocks of commercial and retail development. 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. Viewpoint 6 in **Figure 9.15vi: Viewpoint 6:**	Very Low - Low	Adverse and short term	Minor to Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Halfpenny Lane Byway north of A47 (Volume 6.3) illustrates a viewpoint that is 450m i.e., ~35% closer to the main building in the EfW CHP Facility than any of the residential properties in this community which typically have more restricted views by virtue of adjacent dwellings and/or hedges and trees in gardens and along intervening field boundaries. Viewpoint 4 in **Figure 9.15iv: Viewpoint 4: Northern end of New Drove (Volume 6.3)** sited at the northern end of New Drove i.e., the closest area within this community, illustrates that nearby built development heavily restricts the availability of outward views towards the EfW CHP Facility. No visual Receptors in this community would have views of ground and lower-level construction activities. Both ground level and first floor outward views for most visual Receptors would be screened by adjacent and nearby built development. For the minority of community Receptors with less restricted views towards the construction activities screening will typically be provided by intervening light industrial and commercial development located off Algores Lane as well as the Cold Store. Where less restricted views are available, including across the Heron Road open space, some upper-level construction activities would be visible as well as the periodic crane activities. Most community visual Receptors would only have occasional, partial, filtered and/or framed views of the crane activities. All views of the most elevated construction activities would be over separation distances of 600m – 1500m and would always be in the context of existing urban built development. The magnitude of change would vary			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			between no change and low but even for the minority of visual Receptors who would sustain a low magnitude of change, it is assessed that the visual context of the temporary changes would ensure that the Moderate level of effect would be Not Significant.			
		Operation Year 1	The ZTVs in **Figures 9.2i**: **EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility** show that views of the upper part of the main building at the operational EFW CHP Facility would be substantially restricted to visual Receptors on the open southern and western edge of this community and from the Heron Road open space and properties fronted onto its eastern side. The open space is laid to grass with only four mature trees. In these views the presence of the boiler house and the two chimneys above a narrow section of the western or south-western horizon would be seen either above the roofline of other nearby houses or alongside the existing scale and mass of the Cold Store. The ground and low-level lighting would be screened. Consequently, the magnitude of change would not exceed Low. Views of the upper part of the boiler house would be less frequently available and visibility of the chimneys, and occasional visible plume, would be limited. An illustration of the role of the chimneys in this type of views from the closest part of this community group is shown in the Photowire visualisation in **Figure 9.20: Viewpoint 4: Northern**	Very Low - Low	Adverse and long term	Minor to Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			end of New Drove (Volume 6.3) which is from the northern end of New Drove. There would be a proportion of visual Receptors in this community, mainly located alongside the A1101 who would be outside both ZTVs and would have no views of any components except potentially occasional views of the visible plume as evidenced on **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. Even for the minority of the visual Receptors in this community who would sustain a Low magnitude of change, it is assessed that the Minor level of effect would be Not Significant due to the visual context provided by the developed nature of the baseline views towards the EfW CHP Facility.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as no planting within the boundary of the EfW CHP Facility could be visible to these Receptors in this community even when mature. It is noted that the Key Diagram for Wisbech in the Adopted Fenland Local Plan 2014 identifies the intervening Little Boleness Fields area between Halfpenny Lane and New Drove as a 'South Wisbech Broad Location for Growth' (see **Figure 18.1 (Volume 6.3)**). Hence there is a reasonable potential for the middle ground in the most open views available to visual Receptors in this community to become developed and consequently for the visual context in the operational phase to change in a manner that would reduce potential visual impact	Very Low - Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			generated by the operational main building at the EfW CHP Facility.			
Wisbech – North Brink and Recreational area to northern edge of town	High	Construction	This visual Receptor community consists of a wide diversity of residential properties interspersed with light industrial and commercial development on its eastern side (close to the River Nene) and is mostly centred upon sport's pitches east of Harecroft Road, surrounded by mature trees and traversed by four rows of mature trees. The southern part of the community between the recreation grounds and North Brink is within a Conservation Area and properties are mainly seventeenth to nineteenth century town houses including Peckover House and Garden. The residential properties in northern and western parts of the community are early to mid-twentieth century properties at moderate densities with no prevailing layout arrangement or orientation. There are low to moderate amounts of tree cover throughout the residential parts of this community. The availability of outward views in this community group is limited away from North Brink and some locations on its western edge. Over separation distances of 1.5 km – 3 km with built development in central Wisbech intervening, there would be only potential views of the upper crane activities and activities for the upper part of the boiler house. The ZTV in **Figure 9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (Volume 6.3)** indicated that theoretical visibility would be mostly restricted to the recreation	Very Low -	Adverse and short term	Minor– **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			ground. The Photowire visualisation in **Figure 9.26: Southern frontage of Peckover House on North Brink (Volume 6.3)** which is from North Brink i.e., one of the closest and most open locations available to this group of community visual Receptors, shows that built development to the south would be certain to screen even the most elevated construction activities at ground floor level. The overall magnitude of change would be Very Low although for most Receptors it would be No Change.			
		Operation Year 1	The rationale for the construction phase would apply to the operation phase. This is illustrated in the Photowire visualisation in **Figure 9.26: Southern frontage of Peckover House on North Brink (Volume 6.3)**. Visual Receptors in this community would only have very occasional views of the upper-most parts of the chimneys from ground level locations with some views available from south-facing, upper floor windows in a small proportion of the residential properties. They would always be seen in the visual context of extensive, intervening built development in the western half of Wisbech. The ZTV in **Figure 9.6: Visible Plume ZTV (Volume 6.3)** which utilises the worst-case scenario i.e., the tallest and longest possible visible plume, indicates that when meteorological conditions occasionally result in the formation of a visible plume, it would be temporally visible for a proportion of these community Receptors. However, the above Photowire visualisation also strongly indicates that for Receptors	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			in the southern part of this community, the distance of the chimneys below the built horizon would be sufficient to ensure that even the visible plume would be screened.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
Wisbech – east of River Nene: Town centre to northern edge of town	High	Construction	This visual Receptor community consists of a wide diversity of residential properties interspersed with light industrial and commercial development in its western and central parts and contains several parks and open spaces. Other than Wisbech Park, tree cover is generally low. Visual Receptors have few outward views other than those in properties on the northern edge of the town (whose views are north i.e., in opposite direction to the EfW CHP Facility). Over separation distances of between 1.8 km and 3.5 km with built development in central Wisbech intervening, there would be only potential views of the upper crane activities and, even more infrequently, activities for the upper part of the boiler house. The ZTV in **Figure 9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (Volume 6.3)** indicated that theoretical views would be mostly restricted to Receptors in Wisbech Park, the cemetery and open spaces alongside the eastern bank of the River Nene. However, the Photowire visualisation in **Figure 9.27: Viewpoint**	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			11: Wisbech Park (Volume 6.3) which is from the southern part of Wisbech Park i.e., one of the closest and most open locations available to this group of community visual Receptors, shows that built development to the south would be certain to screen even the most elevated construction activities. Any views of the upper-most crane activities would be only very occasionally available where open outward views are available from south-facing, first floor windows. The overall magnitude of change would be Very Low and the effect Minor and Not Significant, although for most Receptors there would be no change.			
		Operation Year 1	The rationale for the construction phase would apply to the operation phase. This is illustrated in the Photowire visualisation in **Figure 9.27: Viewpoint 11: Wisbech Park** and the widely dispersed ZTV in **Figure 9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (both Volume 6.3)**. These confirm that visual Receptors in this community would only have very occasional views of the upper-most section of the chimneys from ground level locations with some views available from south-facing, first floor windows in a small proportion of the residential properties. They would always be seen in the visual context of extensive, intervening built development in the central Wisbech. The ZTV in **Figure 9.6: Visible Plume ZTV (Volume 6.3)** which utilises the worst-case scenario i.e., the tallest and longest potential visible plume,	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			indicates that when meteorological conditions occasionally result in the formation of a visible plume, it would be temporally visible for an increased proportion of these community Receptors. Given that under a worst-case scenario of the plume being visible for 6.2% of the time annually i.e., over daytime and night-time and that its visibility may also be dependent upon its alignment being towards this community, it is assessed that even considering the visible plume the magnitude of change would remain Very Low and the level fo effect Minor and Not Significant.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as no planting within or on the boundary of the EfW CHP Facility could be visible to these Receptors in this community even when mature.	Very Low	Adverse and long term	Minor – **Not Significant**
Wisbech – Walsoken and New Walsoken	High	Construction	This visual Receptor community consists of a wide diversity of residential properties, mostly mid- and late twentieth century properties, with a proportion being single storey properties. They possess a moderate density with limited amounts of open space and mature tree cover but no pronounced orientation or regular road pattern. Over separation distances of between 2.0 km and 3.7 km with built development in central Wisbech intervening, there would be only	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			potential views of the upper crane activities. The ZTV in **Figure 9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (Volume 6.3)** indicates that there would be no views of construction activities at the main building of the EfW CHP Facility and only very occasional views of the upper-most crane activity at 75m height (95m high cranes at the very end of the construction phase). These views would be likely to be restricted to visual Receptors who have open outward south-western views from their first-floor windows. Dwellings on Broadend Road in the vicinity of the Walsoken Substation (Nos. 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. 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.			
		Operation Year 1	The upper part of the two chimneys and the occasional visible plume would be likely to be visible to a higher (but still small) proportion of visual Receptors in this community. 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 (Nos. 34, 36, 48, 50, 52, 56, 58, 60 & 62). Whilst most of the visual Receptors in this	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			community would have no views of any component of the Proposed Development, it is assessed that, overall, the magnitude of change would be Very Low with a Minor and Not Significant level of effect.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. The growth of native tree and hedge planting to the south of the new Walsoken Substation (**Figure 3.4 (Volume 6.3)**) would further restrict already limited oblique views from dwellings on Broadend Road (Nos. 34, 36, 48, 50, 52, 56, 58, 60 & 62).	Very Low	Adverse and long term	Minor – **Not Significant**
Wisbech – south-eastern Wisbech	High	Construction	This visual Receptor community consists of a wide diversity of residential properties, mostly late twentieth century properties. They possess a relatively high density with limited amounts of open space and mature tree cover but a general west-east aligned road pattern. Over separation distances of between 1.2 km and 2.1 km with built development alongside A1101 and then Algores Lane/New Drove intervening, there would be only potential views of the upper crane activities. The ZTV in **Figure 9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (Volume 6.3)** indicates that there would be highly limited potential views of construction activities at the main building of the EfW CHP Facility and only periodic views of the upper-most crane activities at 75m (a 95m high crane will be	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			required at the very end of the construction phase). These views would be likely to be restricted to visual Receptors who have open outward south-western or western views from their first-floor windows. A very small proportion of Receptors in properties on the outer edge of the community may have short-lived views of some of the construction works for the UGC to their south or east. The overall magnitude of change would be very low, although for most Receptors it would be no change.			
		Operation Year 1	The rationale set out for the construction phase would continue to be applicable for the operation phase with small variations. Views of the upper part of the chimneys and, as indicated in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**, the temporary presence of the occasional visible plume would be likely to be available to a higher proportion of visual Receptors in this community. These could be elements either in views from south-west facing first floor windows or from ground level locations where Receptors' outward views to the south-west are not screened by nearby built development. Whilst most visual Receptors in this community would have no views of any component of the Proposed Development, it is assessed that, overall, the magnitude of change would be very low and Not Significant.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
Wisbech – west of River Nene along Barton Road /B1542	High	Construction	This visual Receptor community consists of two distinct types of residential properties interspersed with areas of open space and sports pitches. Western and southern parts are typically single storey bungalows arranged at high density in straight rows. Northern and eastern parts are typically relatively recent, large, detached properties arranged at low densities alongside sinuous cul-de-sacs benefitting from high levels of internal and boundary mature tree cover. Only the southernmost of the bungalows provide their residents with some open southern views in the direction of the EfW CHP Facility Site which is located at a separation distance of at least 1 km. As indicated by the ZTV in **Figure 9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (Volume 6.3)**, residents in the larger properties in this community would have potential views of any construction activities almost entirely screened by the internal and boundary mature tree cover even from south-facing, first-floor windows. The ZTV, which is a proxy for the crane activities, has moderate coverage in the part of the community where the bungalows are located. Hence whilst it is likely that the upper crane activities as well as some upper construction activities at the main building, would be visible where outward	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			southern views are available, there are no first-floor windows to provide Receptors with slightly more elevated views. Overall, it is assessed that no visual Receptors in this community would sustain more than a Very Low magnitude of change.			
		Operation Year 1	There would be potential for the top of the boiler house and in particular the upper parts of the chimneys and their occasional visible plume to be visible above the horizon in southern views across a moderate proportion of this community as evidenced by review of **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. As noted for other visual Receptors, the meteorological conditions required for the plume to be visible would arise only occasionally and would be limited due to screening from nearby buildings and/or nearby tree and shrub cover. Whilst there would be limited potential for the worst-case visible plume to temporarily generate a Low magnitude of change in some Receptors' views, overall, it is assessed that no visual Receptors in this community would sustain more than a Very Low magnitude of change across the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	The rationale set out for the Construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Begdale area	High	Construction	Begdale is a small community focused upon the nucleated hamlet of Begdale that contains a fishing lake and associated caravan site. There are a small number of outlying farms and isolated properties all set in a flat, largely open, agricultural landscape. It is located ~1.0 km – 1.8 km to the south of the EfW CHP Facility Site's southern boundary. As shown in the baseline photograph in **Figure 9.15ix: Viewpoint 9: NCR 63 Begdale Road Between Elm and Begdale (Volume 6.3)** close to the north-eastern edge of this community, in visual Receptors' northern views the built development in Wisbech is mostly screened by the coalescence of the limited intervening vegetation, although the Cold Store due to its mass and scale is prominent on the skyline, with its presence reduced to some extent by its light colour. The closer Wisbech Solar Farm is prominent in this view, but not in most views available to visual Receptors in Begdale. The night-time baseline view in **Figure 9.16v: Viewpoint Photograph 9: NCR 63 Begdale Road Between Elm and Begdale (night) (Volume 6.3)** shows that lighting on the southern edge of Wisbech is clearly visible, although the Cold Store is not well lit. The removal of the group of mature trees in the southern part of the EfW CHP Facility Site would be discernible, but in some views (such as from Viewpoint 9) partial screening would still be provided for construction activities by two lines of Lombardy poplars on the northern side of A47. It is likely that vegetation alongside the A47 would restrict views of the ground and lower-level construction activities at the EfW CHP Facility. Mid- and upper-level construction activities and periodic crane activities	Medium	Adverse and short term	Major **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			would be seen above this intervening screening, to the immediate left-hand side of the Cold Store. The cranes would have a similar relative height as telephone and electricity distribution poles in the middle distance.			
		Operation Year 1	Many of the factors set out for the construction phase would be applicable for the operation phase. With a maximum height of 52m, the main building at the EfW CHP Facility would possess similar scale and mass to the adjacent Cold Store that whilst 33m tall would be closer to the viewers. The 90m high chimneys would be the tallest elements in these Receptors' northern views and would act as a focal point. This visual role would be emphasised when the plume would be occasionally visible. Review of the night-time baseline view in **Figure 9.16v: Viewpoint Photograph 9: NCR 63 Begdale Road Between Elm and Begdale (night) (Volume 6.3)** against **Appendix 3A: Outline Lighting Strategy (Volume 6.4)** indicates that the impact of the proposed low-level lighting would be restricted by tree cover along the A47. It is likely that there would be only an incremental increase in the number of point light sources in a narrow section of the view where there are already some light sources under baseline conditions. The lighting would be designed to avoid potential illumination of the eastern and southern elevations as well as the adjacent Cold Store, thereby minimising the potential for a notable increase in lighting effects. There would be no visible aviation	Medium	Adverse and long term	Major – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			lighting on the chimneys. The magnitude of change would continue to be up to Medium in the most open views available to residents in northern part of Begdale. 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.			
		Operation Year 15	There would be only incremental change by Operation Year 15 when the tree and wet woodland planting in the southern part the EfW CHP Facility (shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) approached maturity. This is because these trees would not alter the availability of views of the upper part of the main building, chimneys, or occasional visible plume at the EfW CHP Facility.	Medium	Adverse and long term	Major – **Significant**
Elm – north of Begdale Road	High	Construction	Elm is a settlement that has a loose ribbon morphology extending broadly north-south along B1101 and then the A1101 north to the A47and east towards Emneth. In the part of Elm to the north of Begdale Road, the B1101 is called 'Main Road'. Most of the residential properties are mid-late twentieth century properties, with a number being bungalows. These dwellings typically have a moderate level of mature tree cover in their gardens and along the boundary with the surrounding agricultural fields. The	Low	Adverse and short term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			settlement's layout provides no prevailing orientation for properties, but its loose ribbon morphology results in a relatively high proportion of properties' curtilages backing onto the surrounding agricultural fields. Towards the historic centre of Elm around the junction of Main Road and Begdale Road, the level of tree cover increases markedly in the settlement and adjacent fields. Topographical variation is minimal, minimising the potential for the community's residents in properties, especially bungalows, sited away from its edge, having outward views over intervening built development. The baseline view shown from Viewpoint 8 on the Halfpenny Lane PRoW in **Figure 9.15viii: Viewpoint 8: PRoW Halfpenny Lane north-west of Elm (Volume 6.3)** is located on the western edge of Elm, beyond the high level of tree cover close to Elm's centre and illustrates the most open north-western views to the southern edge of Wisbech that any resident in northern Elm could possess. It is therefore a worst-case baseline scenario as opposed to a representative view. The Cold Store is prominent in these open views from the western edge of northern Elm, but the steel lattice pylons are more prominent due to their height, number, and closer location. The electricity line is routed to the west and north, oversailing the northern boundary of Elm and its steel lattice pylons are therefore visible in residents' northern and western views. Views of the construction activities will be almost exclusively limited to the small proportion of the community's residents in properties that provide them with full or partial views to the north-west. All ground			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			and lower-level construction activities, including vehicles using New Bridge Lane, will 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 upper-most activities which would be confined to late in the 36 months long construction phase and the crane activity. In the context of the steel lattice pylons and the Cold Store and over a minimum separation distance of 1.3 km, none of the visual Receptors resident in this community would sustain more than a low magnitude of change and most would sustain either a very low magnitude of change or no change. Both levels of effect would be Not Significant.			
		Operation Year 1	The rationale and baseline factors outlined for the construction phase would remain valid throughout the operation phase. Amongst the key considerations would be the high degree of screening that would be provided by the Cold Store given its relative alignment with northern Elm and the EfW CHP Facility. This would be most effective for visual Receptors in the southern part of this community and especially in properties located alongside Begdale Road. The photomontage visualisation from Viewpoint 8 in **Figure 9.24: Viewpoint 8: PRoW Halfpenny Lane north-west of Elm (Volume 6.3)** shows how in open views from the northern part of this community visual Receptors would see the upper part of the main	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			building, turbine hall, air cooled condenser, and the chimneys alongside the Cold Store. All these elements could be perceived as an extension to the existing Cold Store development due to similarities in mass, height, scale and, form. Hence the EfW CHP Facility would be an incremental change as opposed to an unprecedented change in a view with no similar precursor visual elements. The chimneys would potentially act as a focal point due to their vertical form, especially when the occasional visible plume would be present during the daytime. However, the closer and taller steel lattice pylons already perform a similar visual role in the view to the chimneys. 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. As set out in **Appendix 3A: Outline Lighting Strategy (Volume 6.4)** the EfW CHP Facilities would only be lit at ground and low levels. The detailed lighting design would avoid upward lighting or light spill to ensure that the EfW CHP Facilities elevations would not be illuminated in the same manner as the eastern elevation of the Cold Store in the night-time baseline photograph. There would be no requirement for aviation lighting on the chimneys. Consequently, lighting would not be introduced into a part of any resident's night-time view that does not contain lighting under the baseline night-time conditions, and the change would be incremental. The undergrounding of the entire length			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			of the Grid Connection would ensure that it could make not make any contribution to potential intra-project cumulative visual effects. Taking all these factors into account, it is assessed that as for the construction phase, no residents in this community would sustain more than a Low magnitude of change and that the Moderate level of effect would be Not Significant.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be only incremental change by Operation Year 15 resulting from the tree and wet woodland planting in the southern part of the southern part of the EfW CHP Facility (shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) approaching maturity. This is because it would not alter the availability of views of the upper parts of the main building, turbine hall, or air-cooled condenser, nor the chimneys and occasional visible plume at the EfW CHP Facility.	Low	Adverse and long term	Moderate – **Not Significant**
Elm – south of Begdale Road	High	Construction	Many of the baseline factors set out for the northern part of Elm also apply to the community in the southern part of the Elm. Most of the properties are in three late twentieth century residential developments east or west of the B1101. These consist of a mixture of one and two storey residential properties with no single prevailing orientation and a moderate amount	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			of mature tree cover especially on western boundaries. Interpretation of 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: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility** and **Figure 9.5: Underground Grid Connection (UGC) route construction ZTV (all Volume 6.3)** shows that screening provided by the built development in the southern part of Elm would likely restrict potential views of even the most elevated construction activities and crane activities to visual Receptors in the western-most properties or open areas. Site visits indicate that views of these construction phase activities would be confined to residents in the small number of properties on Peartree Way, Abington Grove and Henry Warby Avenue with oblique or direct views from north- or west-facing, first-floor windows. The cranes and elevated construction activities would be minor visual elements overs separation distances of 1.7 km – 2.1 km.			
		Operation Year 1	The rationale set out for the construction phase including review of the ZTVs, would be applicable throughout the operation phase with even the top of the chimneys only potentially being visible in north-western views to a very small proportion of visual Receptors within this community. The occasional visible plume may be visible to more visual Receptors as shown in **Figure 9.6: Visible plume ZTV (Volume**	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor		Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
				6.3). However, over separation distances of 1.7 km to 2.4 km, its infrequent visual role would be severely limited. Overall, it is assessed that whilst under certain specific but very rare circumstances relating to the height, length and direction of the visible plume, some visual Receptors could temporarily sustain a low magnitude of change, overall, throughout this phase none of these visual Receptors would likely experience more than a Very Low magnitude of change.			
			Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Friday area	**Bridge**	High	Construction	Friday Bridge is a dispersed ribbon settlement with residential properties stretching along the B1101 and its secondary roads: The Stitch and Well End. Built development is at a moderate density and amongst residential properties a good proportion are bungalows. Mature tree cover is low to moderate, and the settlement's morphology results in a relatively high proportion of properties backing on the surrounding open agricultural fields. Residents' 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. Interpretation of the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of main**	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			building at EfW CHP Facility (both Volume 6.3) shows that any views of the most elevated construction activities and crane activities would be limited to visual Receptors on the western and north-facing edge of Friday Bridge. When the three narrow belts of trees are considered, the latter group of visual Receptors are unlikely to experience ground level views of construction activity. It would be likely that any views available to visual Receptors would be confined to oblique views from west-facing, first-floor windows in two storey properties on the northern and western side of B1101. These oblique views would be over separation distances of 2.6 km to 3.2 km. Most visual Receptors in the community of Friday Bridge would have no views.			
		Operation Year 1	The rationale set out for the construction phase, including review of the ZTVs, would be applicable throughout the operation phase with even the top of the chimneys only potentially being visible in north-western or northern views to a very small proportion of visual Receptors within this community. In those views, visual Receptors would always see the chimneys in the same field of views as several of the closer 45-48m high steel lattice pylons that support the 400kV overhead electricity transmission line. The occasional visible plume may be visible to slightly more visual Receptors but over separation distances of 2.6 km to 3.2 km, its temporary and very sporadic visual role would be limited. Overall, it is assessed	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			that the none of these visual Receptors could sustain more than a very low magnitude of change.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Emneth - west	High	Construction	Emneth is a sprawling ribbon settlement, and this community Receptor group encompasses all its residents to the west of Hollycroft Road and its northern extension; Lady's Drove i.e., people residing in properties and using outdoor spaces alongside the Wroe and Church Road. A number of the residential properties are single storey bungalows. Interpretation of 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: EfW CHP Facility Chimneys ZTV within 5km of the main building at EfW CHP Facility** and **Figure 9.5: Underground Grid Connection (UGC) route construction ZTV (all Volume 6.3)** shows that ZTVs analogous with the upper construction activities and the crane activities are highly fragmented across the western end of Church Road and sections of the Wroe. Hence it would be likely that a small proportion of visual Receptors in these locations would be able to see these activities in north-western views. Over separation distances of between 2.7 km and 3.7 km construction activities would be minor elements seen above intervening tree cover and/or rooflines of built development in eastern Elm. The short-lived	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			construction activities required for the closest subsection of the UGC would be visually imperceptible. Overall, the magnitude of change would be Very Low, although a good proportion of visual Receptors in western Emneth would sustain no change.			
		Operation Year 1	The rationale set out for the construction phase, including review of the ZTVs, would be applicable throughout the operation phase, with even the top of the chimneys only potentially being visible in north-western views to a small proportion of visual Receptors within this community. Any visibility of the chimneys and the occasional visible plume shown in **Figure 9.6: Visible Plume ZTV (Volume 6.3)** would be dependent upon the availability to visual Receptors of open, middle distance, north-western views as well as the height, length, direction and longevity of the visible plume during daytime. The required views would be most likely to be available from first floor, north- or west-facing windows in residential properties. Even when these criteria are briefly met for a small number of visual Receptors the magnitude of change would be Very Low.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Emneth - east	High	Construction	This visual Receptor community group comprises residents and people using outdoor areas to the west of Hollycroft Road and its northern extension; Lady's Drove i.e., Hollycroft Close, Fendyke Road and Hungate Road. 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** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (both Volume 6.3)** shows that in ZTVs analogous with the upper construction activities and the crane activities coverage, even for the tops of the chimneys, is almost completely absent across this community. There may be oblique views of the crane activities from the first floor, north-facing, rear windows for residents in the semi-detached properties on Fendyke Road which are separate from the rest of this community. Any oblique views would be over a separation distance of at least 4.8 km. Overall, the magnitude of change would be Very Low, although a good proportion of visual Receptors would sustain no change.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	Very limited views of the upper part of the chimneys and the occasional visible plume available to a small proportion of visual Receptors in this community with elevated, open, north-western views would only result in a Very Low magnitude of change for those visual Receptors with no effects being sustained by most visual Receptors in this community.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Chequers Corner/Marshland St. James area	High	Construction	This is an extensive and scattered rural community within which the largest concentration of residential visual Receptors are along the ~2 km long, southern section of Smeeth Road in Marshland St. James. There are considerable areas of orchards that supplement the otherwise low levels of tree cover in the flat, arable landscapes. Individual residential properties also frequently have some mature tree cover in their curtilages. 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: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility** and **Figure 9.5: Underground Grid Connection (UGC) route construction ZTV (all Volume 6.3)** shows that in ZTVs analogous with the upper construction activities and the crane activities, views would be relatively extensive across the open arable fields that comprise most of the land-use across this community. However, the ZTVs become much more fragmented in the vicinity of the groups of properties due to the screening from the built development substantially augmented by nearby tree cover in their curtilages and adjacent orchards. The baseline view from Viewpoint 16 in **Figure 9.15xvi: Lady's Drove, south of Chequers Corner, Emneth (Volume 6.3)** at Chequers Corner, which is the closest part of this	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			community, shows that the Cold Store can be seen in some views but is often screened by intervening tree cover. When visible, the upper construction activities and the crane activities 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 that nearly always contain existing vertical elements, usually closer telegraph or electricity distribution network poles. The short-lived construction activities required for the northern subsection of the UGC would be completely screened. The generally open nature of views, combined with the small scale of the construction activities in views available to visual Receptors, results in an assessment of a Very Low magnitude of change that would be Not Significant.			
		Operation Year 1	The rationale set out for the construction phase would be applicable throughout the operation phase. The visualisation from Chequers Corner (Viewpoint 16) in **Figure 9.32: Lady's Drove, south of Chequers Corner, Emneth (Volume 6.3)** is one of the closest and most open views available in this community. It shows that the middle and upper parts of the main building, turbine hall, and air-cooled condenser at the EfW CHP Facility would be visible in a similar manner to the nearby Cold Store under baseline conditions. In the manner that the Cold Store is partly screened in this view, the EfW CHP Facility would also be screened in many other views from the western part of this community by appropriately located	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			intervening tree cover. Even the chimneys could be screened as can be interfered from this photomontage visualisation. For a proportion of visual Receptors, the tops of the chimneys and the occasional visible plume would be the only visible component of the EfW CHP Facility. The plume would only be visible when the meteorological conditions are appropriate, and these would also determine the height, length, direction and longevity of the visible plume during daytime. The visible plume would only become a key element in views on the very limited number of annual occasions in the daytime when it would reach close to its maximum potential height and length. Reference is also made to the Photowire visualisation from Viewpoint 24 in **Figure 9.40: Viewpoint 24: Marshland Fen (Volume 6.3)** which is located on the most distant eastern edge of this community. This visualisation shows that at a separation distance of ~8 km all components of the EfW CHP Facility would be typically screened, and it would be a very minor element where open views are available to the few visual Receptors in this remote part of this community. Although in some closer, open western parts of the community, a small number of visual Receptors would potentially sustain a Low magnitude of change, all other visual Receptors would sustain either a Very Low magnitude of change or else No Change. All effects would be Not Significant.			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
The Smeeth/ St. John Fen End area	High	Construction	The baseline summary for the previous community group which is located directly to the south-west is generally applicable to this more distant community, although a lower density of properties results in even more open views in all directions across flat arable fields. Most properties have some tree cover in their curtilages and as a high proportion are farmsteads, they also have screening from adjacent agricultural buildings. Over separation distances of at least 8.5 km the Cold Store is rarely visible. As shown in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area** the ZTVs analogous with the most elevated construction activities and cranes become more fragmented at these separation distances. Relatively 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, construction activities would be difficult to pick out in casual views. Overall, the magnitude of change is assessed as Very Low but frequently would be No Change.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 1	The only change in the operation phase in comparison with the shorter construction phase is that the views of the tops of the chimneys would be	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			considered permanent (as per Section 2.3 in **Appendix 9B: LVIA Methodology (Volume 6.4)**) and their minimal visual role could be slightly augmented by the occasional presence of the visible plume during daytime hours. These factors result in a worst-case assessment of a Very Low magnitude of change, although most visual Receptors in this community would sustain no change.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Terrington St. John/Tilney St. Lawrence area	High	Construction	This community is centred upon two settlements with a linear, conjoined morphology and some spurs of ribbon development alongside ancillary roads. There are areas of more recent infill residential development. Properties are surrounded by flat, open agricultural fields so that where outward views are available to visual Receptors, these extend to distant horizons usually formed by the coalescence of low levels of intervening tree cover. Over a minimum separation distance of 9.6 km there are no views in south-western views of any built development in Wisbech including the Cold Store on the far (southern) side of the town. As shown in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area** the ZTVs analogous with the most elevated construction activities and cranes become more broken at these separation distances. The limited nearby and	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			intervening vegetation cover is sufficient to provide largely effective screening in all seasons. Where middle- and long-distance views to the south-west are available within this community, they are unlikely to extend sufficiently far to enable visual Receptors to pick out crane activity on the far side of Wisbech. The magnitude of change is assessed as Very Low, although frequently would be No Change from the majority of the community.			
		Operation Year 1	The only change in the operation phase in comparison with the preceding construction phase is that the views of the tops of the chimneys would be considered permanent (as per Section 2.3 in **Appendix 9B: LVIA Methodology (Volume 6.4)**) and their minimal visual role could be slightly augmented by the presence of the visible plume on the very rare occasions when meteorological conditions result in the plume's parameters becoming close to their maximum height and length during daytime. These factors result in a worst-case assessment of a Very Low magnitude of change, although most visual Receptors in this community would sustain no change.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Walpole Highway area	High	Construction	This community is centred upon the square of roads located to the south of A47 with a northern extension along Mill Road towards Walpole St. Peter and western extensions of intermittent development along Mill Lane and Main Road. The settlement of Walpole Highway is surrounded by flat, open agricultural fields so that where outward views are available to visual Receptors, these extend to distant horizons usually formed by the coalescence of low levels of tree cover. Steel lattice pylons that support the western 400kV overhead line are visible above the western horizon in open western views available to visual Receptors from the main settlement. On the western edge of the area covered by this community these pylons become prominent visual elements as shown in the baseline photography for Viewpoint 21 in **Figure 9.15xxi: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway (Volume 6.3)**. Occasional telegraph and local electricity distribution network poles are periodic, minor elements in the otherwise generally open views. Over a minimum separation distance of 8.0 km, 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 just above a narrow section of the south-western horizon. Review of the Photowire visualisation from the slightly closer Viewpoint 21 in **Figure 9.37: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway (Volume 6.3)** represents the worst-case scenario and indicates that the upper-most crane activities might be periodically visible if there is no intervening tree cover. Cranes are likely to be screened by tree cover and seen in the visual	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			context of the much closer and taller steel lattice pylons. These factors result in a worst-case assessment of a Very Low magnitude of change, although most visual Receptors in this community would sustain No Change.			
		Operation Year 1	The only change in comparison with the shorter construction phase is that the infrequent views of the tops of the chimneys would be considered permanent and their minimal visual role could be slightly augmented during the limited number of occasions during daytime when the plume would be temporarily visible with sufficient height and length and in an appropriate direction so that it would be readily discernible in Receptors' views. These factors result in a worst-case assessment of a Very Low magnitude of change, although most visual Receptors in this community would sustain no change.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Walton Highway area	High	Construction	This community is focused upon the linear settlement of Walpole Highway aligned south-east to north-west to the immediate north of A47. A relatively high proportion of the properties in the main settlement are bungalows and it possesses a moderate level of internal tree cover. When Receptors have outward views, they frequently include 400kV pylons which	Very Low	Adverse and short term	Minor- **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			are routed across the eastern and western edges of this community. Some of these pylons are visible in the baseline photography from Viewpoint 17 in **Figure 9 15xvii: Viewpoint 17: Lynn Road, Walton Highway (Volume 6.3)** located on the southern edge of his community. 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 just above a narrow section of the south-western horizon. Upper-most crane activities might be periodically visible towards the end of the construction phase if there is no intervening tree cover. Cranes would be largely screened by even limited tree cover and often seen in the visual context of the much closer and taller 400kV pylons. These factors result in a worst-case assessment of a Very Low magnitude of change, although most visual Receptors in this community would sustain No Change if located away from the southern edge of the settlement.			
		Operation Year 1	The Photowire visualisation from Viewpoint 17 in **Figure 9.33: Viewpoint 17: Lynn Road, Walton Highway (Volume 6.3)** illustrates how, when visible, the scale of the chimneys would be very small compared with both the 400kV pylons and 132kV poles. The chimneys would be typically screened by intervening trees. As indicated in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**, the visual role of the	Very Low	Adverse and long term	Minor - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			operational EfW CHP Facility could be occasionally, temporarily increased when meteorological conditions both generate a visible plume during the daytime and the plume possesses suitable direction, height, and length to make it visible above a section of the horizon in south-western views from parts of this community. When these rare circumstances are present, these factors result in a worst-case assessment of a very low magnitude of change.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1	Very Low	Adverse and long term	Minor - **Not Significant**
West Walton area	High	Construction	This community is focused upon the linear settlement of West Walton aligned east to west plus more dispersed properties further west around West Walton Church End. A moderate proportion of the properties in West Walton are bungalows and gardens possess a moderate level of tree cover. Where southern views are available, they are typically across large-scale, open, arable fields with oblique views of the 400kV transmission line's pylons above the eastern horizon. The ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area** and **9.3ii: Chimneys ZTV within LVIA Study Area (both Volume 6.3)** show that any views of the upper-most 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 5.3 km construction and crane	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			activities would only be minor elements in these views. The magnitude of change would not exceed Very Low and most Receptors would experience no change.			
		Operation Year 1	The only change in the operation phase is that the infrequent views of the tops of the chimneys would be considered permanent and their minimal visual role could be slightly augmented by the occasional presence of the visible plume. These factors result in a worst-case assessment of a Very Low magnitude of change, although most visual Receptors in this community would sustain No Change.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Walpole St. Peter and Walpole St. Andrew area	High	Construction	These two adjacent settlements have a loose, dispersed morphology and contain a moderate level of tree cover. In southern parts of Walpole St. Peter where visual Receptors have a greater likelihood of open southern views, such views are across flat, open agricultural fields with limited tree cover. However, such southern views are dominated by lattice tower pylons overhead lines on wooden poles that radiate south-east from the Walpole Substation located on the western edge of this community. The ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA**	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Study Area (Volume 6.3) show that any views of the upper-most crane and construction activities towards the end of the construction phase would be restricted to the small proportion of visual Receptors on the southern edge of West Walton. Over a minimum separation distance of 9.5 km construction and crane activities would only be very minor elements in these views, likely screened by intervening vegetation. The magnitude of change would not exceed Very Low and most visual Receptors would sustain No Change.			
		Operation Year 1	The only change in the operation phase is that the infrequent views of the tops of the chimneys would be considered permanent, although most visual Receptors in this community would sustain no change being outside the ZTV for the chimneys in **9.3ii: EfW CHP Facility Chimneys ZTV within LVIA Study Area (17km radius) of main building at EfW CHP Facility. Figure 9.6: Visible Plume ZTV (Volume 6.3)** indicates theoretical views of the visible plume when meteorological conditions both generate a visible plume during the daytime and this plume possesses suitable direction, height, and length to be visible above a section of the horizon in south-western views from parts of this community. When these rare circumstances occur, these factors result in a worst-case assessment of a Very Low magnitude of change, although a proportion of visual Receptors in this community would sustain No Change.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Leverington area	High	Construction	Visual Receptors are concentrated in two areas of residential settlement: Leverington to the north and Margery's Croft to the south with some ribbon development to the west. Properties date mainly from the latter part of the twentieth century with a limited proportion of single storey bungalows. Away from the historic core alongside the B1169, mature tree cover is low. Open south-western views such as that available from Viewpoint 12 as shown in **Figure 9.15xii: Viewpoint 12: PRoW - 'The Still' - south of Leverington (Volume 6.3)** are typically more restricted from nearby properties and are not representative of views experienced by most residents in this community. The ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility** and **9.3i EfW CHP Facility Chimneys ZTV within 5km of the centre of the main building at EfW CHP Facility (Volume 6.3)** augmented by interpretation of the photomontage visualisation from Viewpoint 12 in **Figure 9.28: Viewpoint 12: PRoW - 'The Still' - south of Leverington (Volume 6.3)** shows that from publicly accessible locations where views are typically less restricted by planting that is often present in the gardens of nearby dwellings, there would the potential for views of the upper-most construction activities at the main building at the EfW CHP Facility	Low	Adverse and short term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Site as well as most of the crane activities. During the latter period of the construction phase, these would form temporary new visual elements above a narrow section of the tree-lined south-eastern horizon and would potentially act as a distant focal point in these views. However, they would be visible over a minimum separation distance of 2.7 km and be minor elements in these visual Receptors' views. Most visual Receptors in properties, their curtilages and open spaces in this community would be highly unlikely to have any views as evidenced by reviews of the ZTVs with the mature tree cover close to B1169 in south-eastern part of the community providing screening in views from first-floor windows. These factors result in a worst-case assessment of a Low magnitude of change, although most visual Receptors in this community would sustain a Very Low magnitude of change or if located away from the southern edge of the settlement, No Change. The level of effect is assessed as Not Significant.			
		Operation Year 1	During the operation phase the proportion of the visual Receptors impacted in this community would be unlikely to increase. The **Outline Lighting Strategy Appendix 3A (Volume 6.4)** confirms that there would be no lighting of, or located upon, the middle and upper parts of the operational EfW CHP Facility, and there are no aviation lights on the chimneys. Screening by existing tree cover and/or the high density of nearby built development in an area with flat topography would continue to limit any views	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			of the upper part of the boiler house and chimneys. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that more spatially extensive visual impact could be generated solely by the occasional presence of the visible plume when meteorological conditions both generate a visible plume during the daytime and this plume possesses suitable direction, height, and length to be visible from the better screened locations within community. The photomontage visualisation in **Figure 9.28: Viewpoint 12: PRoW - 'The Still' - south of Leverington (Volume 6.3)** is from an uncharacteristic open location on the southern edge of this community. It is assessed that in such views the chimneys would provide a visual contrast and focal point, but the magnitude of change would be Low. Given that most visual Receptors in this community are at greater separation distances and would never possess such open views, the overall level of effect assessed for the community of Leverington would be Not Significant.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase.	Low	Adverse and long term	Moderate – **Not Significant**
Gorefield area	High	Construction	This community consists of a nucleated main settlement with radiating ribbon development and a small number of outlying farms and properties accessed via droves. It is located within a flat, relatively open, agricultural landscape with little tree	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			cover outside the settlement and properties' curtilages, although isolated lines of Lombardy poplars can provide effective screening in the required south-eastern views for a proportion of visual Receptors. Any views to the EfW CHP Facility Site would be over separation distances of 4.3 km to 6.5 km. As shown in ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (Volume 6.3)** potential views would be limited to residents on the southern and eastern edges of the community but even in winter months many of these views of the upper-most construction and crane activities would be heavily filtered by the intervening line of Lombardy poplars. No visual Receptors in this community would sustain more than a Very Low magnitude of change, with most sustaining No Change.			
		Operation Year 1	During the operation phase the proportion of the visual Receptors impacted in this community would be unlikely to increase, other than with regard to potential occasional views of the visible plume. Screening 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 part of the boiler house and, chimneys. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that a plume may be infrequently visible	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			when favourable meteorological conditions during the daytime occur. Even for the small proportion of visual Receptors with open south-eastern views in which the poplar trees are not a factor, the magnitude of change would be Very Low.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Wisbech St. Mary and Leverington Common	High	Construction	This community consists of the nucleated settlement of Wisbech St. Mary, the extended ribbon development of Leverington Common, and outlying farms and residential properties. The settlements are typically surrounded by medium-sized, agricultural fields and some remnant orchards, plus a higher level of field boundary and plantation tree cover than most communities in the Study Area. The baseline view from Viewpoint 15 in **Figure 9.15xv: Viewpoint 15: Eastern side of Wisbech St. Mary (Volume 6.3)** is atypical in that outlying properties at this location beyond the main settlement, do have relatively open eastern views across Bevis Lane and the Cold Store is partly visible. Site visits indicate that from the settlement of Wisbech St. Mary views are more heavily screened for almost all visual Receptors. As shown in ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (both Volume 6.3)**	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			potential views would mostly be limited to residents in eastern parts of Leverington Common and the southern part of Wisbech St. Mary. As can be inferred by reference to the visualisation in **Figure 9.15xv: Viewpoint 15: Eastern side of Wisbech St. Mary (Volume 6.3)**, the small number of visual Receptors with the open eastern views like those at Viewpoint 15 will have some views of the upper construction activities and crane activities, especially activities associated with the chimneys. It also demonstrates that the upper construction activities have the potential to be screened elsewhere by small plantations or belts of tree cover, even in winter months. Over a minimum separation distance of 2.9 km, it is assessed that no visual Receptors in this community would sustain more than a Very Low magnitude of change, with most experiencing No Change.			
		Operation Year 1	During the operation phase the 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. A worst-case scenario is shown in the **Figure 9.15xv: Viewpoint 15: Eastern side of Wisbech St. Mary (Volume 6.3)** which also shows the potential effectiveness of existing intervening screening that applies to nearby Receptors. The inference is that if visual Receptors would have views of the EfW CHP Facility, they would only see the top of the chimneys and the occasional visible plume. The baseline night-time views from	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Viewpoint 15 in **Figure 9.16vi: Viewpoint 15: Eastern side of Wisbech St. Mary (Volume 6.3)** indicates that any illumination of the western or southern elevations of the main building at the EfW CHP Facility would potentially be discernible and extend the section of the eastern views where lighting in Wisbech would be visible. However, reference to **Appendix 3A: Outline Lighting Strategy (Volume 6.4)** confirms that the lighting will be designed and specified to avoid illumination of the middle and upper elevations of the operational EfW CHP Facility. There would be no aviation lighting on the chimneys. The presence of the EfW CHP Facility, particularly the chimneys, could be occasionally emphasised by the presence of the visible plume. It is assessed that whilst a very small number of visual Receptors may experience a Low magnitude of change, some would experience a Very Low magnitude of change and the majority would experience no change, particularly in properties located in the west and north of the two settlements.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as the tree and wet woodland planting within the southern part of the EfW CHP Facility Site (shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) would not be visible to these Receptors in this community even when mature.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Guyhirn area	High	Construction	In addition to the small, dispersed, linear settlement of Guyhirn north of the embankment alongside River Nene, this community extends across the widely dispersed network of residential properties and farm across Wisbech High Fen northward to Murrow and north-east to Wisbech St. Mary. During the site visit to the eastern part of this community in summer the Cold Store could not be identified, although in more open parts of the community north of Wisbech the turbines at Coldham/Coldham Extension and Stags Holt Wind Farms are visible above a section of the south-eastern horizon. There is potential for the upper-most construction and crane activities to be visible in open eastern views over separation distances of 5-10 km. At these separation distances there is always strong potential for visual Receptors' views to be screened by just a small number of intervening trees in the fore or middle ground of their views. Review of the Photowire visualisation from Viewpoint 18 in **Figure 9.34: Viewpoint 18: Minor road on eastern edge of Guyhirn (Volume 6.3)** indicates that no visual Receptors would sustain more than a Very Low magnitude of change, although the distribution of the ZTV indicates that such views would be potentially available across most of this community outside of Guyhirn itself.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	The situation outlined for the construction phase would only vary slightly in the operation phase. The Photowire visualisation shows how susceptible the main building at the EfW CHP Facility would be to	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			screening. The top of the chimneys would potentially be visible in a proportion of eastern views, but there are already other vertical elements of a similar scale present in most of the wider eastern views available to visual Receptors in this community. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that more spatially extensive visual impact could be generated solely by the occasional presence of the visible plume when meteorological conditions generate a visible plume during the daytime, and this plume possesses suitable direction, height, and length to be visible from locations within this community. These criteria would be likely to be met very infrequently. The magnitude of change would continue to not exceed Very Low.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Upwell and Outwell area	High	Construction	Outwell and Upwell are linked extensive settlements alongside the old course of the River Nene and consequently possess a sinuous morphology. Built development extends outwards from both river-side settlement cores alongside droves to form a dispersed community of residents. Mature tree cover within the two settlements is relatively high for the area, but the sinuous morphology also means that a relatively high proportion of visual Receptors in properties potentially possess outward views across the surrounding flat, open agricultural area. Viewpoint 19 in **Figure 9.15xix: Viewpoint 19: The Common**	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			and Pius Drove, Upwell/Outwell area (Volume 6.3) is located on the northern edge of the community and was selected because it provides a rare view in which the Cold Store is partly visible between the mainly treed north-western horizon over a separation distance of 6.4 km. The 33m high Cold Store is a distant component in the view that is barely discernible possessing a scale and mass comparable to a detached residential building on the nearest drove to the north. The Photowire visualisation in **Figure 9.35: Viewpoint 19: The Common and Pius Drove, Upwell/Outwell area (Volume 6.3)** indicates that, whilst a small proportion of visual Receptors in this community would have at least partial views of the upper-most construction and crane activities, these 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 the construction activities would be highly susceptible to screening by tree cover in close and middle-distance views. No visual Receptors in this community would sustain more than a Very Low magnitude of change in north-western views.			
		Operation Year 1	There would be minimal change in the operation phase. The ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area** and **9.3ii: Chimneys ZTV within LVIA Study Area (both Volume 6.3)** show that the ZTVs for the chimneys' tops, and particularly the main building at the EfW CHP Facility, would be	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			very partial except from within the north-western part of the community. Even within the north-western part of the community, as shown in **Figure 9.15xix: Viewpoint 19: The Common and Pius Drove, Upwell/Outwell area (Volume 6.3)** visual Receptors would only have partial views of the upper-most components behind the closer Cold Store. The two separate operational developments would appear as a single, small-scale and distant development. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that more spatially extensive visual impact could be generated solely by the occasional presence of the visible plume when meteorological conditions generate a visible plume during the daytime, and this plume possesses suitable direction, height, and length to be visible from the better screened locations within this community. These criteria would be likely to be met very infrequently, hence the assessment of a Very Low magnitude of change.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
Wiggenhall St. Mary Magdalen, St. Germans and Watlington area	High	Construction	As can be inferred from the Photowire visualisation from Viewpoint 29 in **Figure 9.45: Viewpoint 29: NCR 11/St. Peter's Road, Watlington (Volume 6.3)** which is located centrally in this extensive community, over separation distances of 14-17 km the upper-most construction and crane activities would be	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			difficult for visual Receptors to pick out low above the western horizon. They would be predominantly screened by intervening vegetation as illustrated at this viewpoint.			
		Operation Year 1	The rationale for the construction phase would continue to apply throughout the operation phase. The main building and the chimneys at the EfW CHP Facility would be almost always screened in visual Receptors' long distance, western views throughout this community. Over separation distances more than 14 km any occasional potential views of the visible plume would still result in no effects.	No Change	Not Applicable	No Effect
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	No Change	Not Applicable	No Effect
Terrington St. Clement area	High	Construction	As shown in ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (both Volume 6.3)** the ZTVs would break up into fragments across this dispersed community. This is due to separation distances of 15-17 km. It is likely that even in the open south-western views available to a proportion of visual Receptors, the tallest construction and crane activities would be difficult to identify. In most views	No Change	Not Applicable	No Effect

Receptor		Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
				there is sufficient coalescing tree cover in the middle distance to screen the most elevated activities.			
			Operation Year 1	The rationale for the construction phase would continue to apply. The main building and the chimneys at the EfW CHP Facility would be almost always screened in visual Receptors' long distance, south-western views throughout this community. Over separation distances more than 15 km, any occasional potential views of the visible plume, even if it were to assume maximum potential parameters, would still result in no change.	No Change	Not Applicable	No Effect
			Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	No Change	Not Applicable	No Effect
Sutton area	**Bridge**	High	Construction	As shown in ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the Order limits for main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of main building at EfW CHP Facility (Volume 6.3)**potential views would be confined to the small proportion of visual Receptors located on the southern edge of this settlement and surrounding area. Viewpoint 27 is in an open location on the southern edge of Sutton Bridge and the Photowire visualisation in **Figure 9.43: Viewpoint 27: Nene Way on southern edge of Sutton Bridge (Volume 6.3)** indicates how small-scale any construction activities would be in	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			visual Receptors' open views over separation distances of 14-17 km. It also indicates how activities and components would likely to be screened from even limited vegetation in the fore- or middle ground in such views.			
		Operation Year 1	The rationale set out for the construction phase would be applicable throughout the operation phase. The Photowire visualisation in **Figure 9.43: Viewpoint 27: Nene Way on southern edge of Sutton Bridge (Volume 6.3)** shows that even in the few locations where the chimneys and occasional visible plume could be visible, there are numerous other closer vertical elements in the baseline view.	No Change	Not Applicable	No Effect
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	No Change	Not Applicable	No Effect
Tydd St. Mary and St. Giles area	High	Construction	As shown in ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area** and **9.3ii: Chimneys ZTV within LVIA Study Area (both Volume 6.3)** over separation distances of 9-11 km, potential views would be confined to the small proportion of visual Receptors within this extensive community. Although some visual Receptors' southern and south-eastern views are relatively open and long distance across the ubiquitous flat, agricultural landscapes, these views already contain numerous pylons including 400kV steel lattice pylons associated with the	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			overhead lines radiating west from the Walpole Substation. Occasional views of crane activities would be a minor visual element resulting in no more than a very low magnitude of change for a small proportion of the community's visual Receptors.			
		Operation Year 1	Much of the rationale set out for the construction phase would be applicable throughout the operation phase. Limited views of the top of the chimneys low above a narrow section of the southern horizon in the context of several other large, much closer pylons could only result in a small proportion of the community's visual Receptors sustaining a Very Low magnitude of change. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that the occasional presence of the visible plume when meteorological conditions may allow could be visible from within this community. These criteria would be likely to be met very infrequently, consequently the assessment of a Very Low magnitude of change is retained.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Parson Drove and Murrow area	High	Construction	This is an extensive community focused upon the two small linear settlements of Parson Drove and Murrow which are surrounded by an extensive, flat agricultural landscape that affords some visual Receptors expansive eastern views in which tree	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			cover is often limited. The site visit was unable to identify the Cold Store over separation distance of 7-9 km. Nevertheless, the ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area** and **9.3ii: Chimneys ZTV within LVIA Study Area (both Volume 6.3)** indicate that 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 crane activities low above a narrow section of the eastern horizon. These visual Receptors would sustain a Very Low magnitude of change given that they would be likely to possess extensive views in more than one direction and the cranes would be minor visual elements.			
		Operation Year 1	The above rationale would be applicable throughout the operation phase. Limited views of the top of the chimneys low above a narrow section of the eastern horizon in the context of the availability of extensive views in more than one direction could only result in a small proportion of the community's visual Receptors sustain a very low magnitude of change. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** indicates theoretical views of the plume when meteorological conditions generate a visible plume during the daytime, and this plume possesses suitable direction, height, and length. These criteria would be likely to be met very infrequently, consequently the assessment of a Very Low magnitude of change is retained.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
East of Thorney area	High	Construction	Over separation distances of at least 15 km, if visual Receptors in this dispersed community do have the required open, long distance, eastern views, the most elevated construction and crane activities would be difficult to discern even in favourable weather conditions. This can be inferred by reference to the Photowire visualisation from Viewpoint 30 in **Figure 9.46: Viewpoint 30: Nene Washes NNR Car Park at Eldernell (Volume 6.3)** on the southern edge of this extensive community.	No Change	Not Applicable	No Effect
		Operation Year 1	In the operation phase, it is assessed that a proportion of the visual Receptors would have similar open views to the view shown in **Figure 9.46: Viewpoint 30: Nene Washes NNR Car Park at Eldernell (Volume 6.3)** from the slightly elevated Viewpoint 30. In such views the chimneys would be a minor visual element low on the horizon, but if there are no other vertical elements e.g., Lombardy poplars, close by on the horizon they could be discernible hence the assessment of a Very Low magnitude of change for these visual Receptors in this community. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that visual impact could be generated solely by the occasional presence of the visible plume when meteorological conditions generate a visible plume during the daytime, and this	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			plume possesses suitable direction, height, and length. These criteria would be likely to be met very infrequently, consequently the assessment of a Very Low magnitude of change is retained.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
March area	High	Construction	Reference to ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area** and the visualisations in **Figures 9.39: Viewpoint 23: Rings End National Nature Reserve and 9 41: Viewpoint 25: Hereward Way close to Andrew's and Reed Fen Farm (all Volume 6.3)** from Viewpoints 23 and 25 in the closer part of this community i.e., outside March itself where most potential visual Receptors are located, indicate that a proportion of this community's visual Receptors could have views of the upper-most construction and crane activities. These activities would be barely discernible 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.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	The rationale set out for the construction phase would be applicable to the operation phase. Most Receptors, including residential visual Receptors living in March, would have no views due to screening	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			from a combination of nearby built development and limited intervening vegetation cover. Over a minimum separation distance of 7 km the chimneys' tops would only result in a Very Low magnitude of change for a small proportion of this community's visual Receptors. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that visual impact could be generated solely by the occasional presence of the visible plume when meteorological conditions generate a visible plume during the daytime, and this plume possesses suitable direction, height, and length. These criteria would be likely to be met very infrequently and views would continue to be screened within March. Consequently, the assessment of a Very Low magnitude of change is retained.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Downham Market area	High	Construction	A small proportion of visual Receptors in the community formed by Downham Market and the limited number of properties scattered across Stow Bardolph Fen have open, extensive western views across a flat agricultural landscape. Although tree cover is Very Low, the western horizon is generally formed by coalescing trees and 400kV pylons. Over a minimum separation distance of 14.5 km, the most elevated construction and crane activities would be likely to be screened. Views are unlikely to be available even in favourable meteorological	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			conditions, and the construction activities would barely discernible elements in extensive views, notably lower than the closer 400kV steel lattice pylons.			
		Operation Year 1	The rationale set out for the construction phase would be substantially applicable for the operation phase. However, as shown by review of **Figure 9.6: Visible Plume ZTV (Volume 6.3)**, the 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 plume, if this plume possesses suitable direction, height, and length, above a narrow section of western horizon. Such a temporary visual impact could result in those visual Receptors sustaining a brief Very Low magnitude of change.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Recreational Receptors						
Regionally Promoted Routes Receptor Sensitivity: Value and Susceptibility are assessed as High unless otherwise stated.						

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Nene Way – south of Wisbech	High	Construction	The 19.3 km long section of the Nene Way is routed alongside the River Nene from east of Whittlesey to the centre of Wisbech. It should be noted that the assessment primarily applies to recreational travelling northwards as for Receptors travelling southwards the EfW CHP Facility will be 'behind them' for all but ~1.5 km and as such not visible in their principal field of view. The ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area** and **9.3ii: Chimneys ZTV within LVIA Study Area (both Volume 6.3)** show that 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. Availability of views is increased because, until the route reaches Mouse Lane north-east of Guyhirn, it is routed mostly along the top of the western Nene embankment which increases the elevation of Receptors by ~3-5m. After Mouse Lane Receptors follow a road that becomes North Brink as it approaches Wisbech along a route that is usually alongside and not on top of the western Nene embankment. Consequently, as the road and the Nene Way gradually adopt a more northerly direction, the western Nene embankment increasingly screens Receptors' north-eastern views towards the lower level, built elements on the southern edge of Wisbech, including the site of the EfW CHP Facility. The visualisations at Viewpoints 30, 13 and 3 illustrate the manner that Receptors' views of the construction activities would vary. The Photowire visualisation in **Figure 9.46: Viewpoint 30: Nene Washes NNR Car Park at**	Low	Adverse and short term	Moderate - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Eldernell (Volume 6.3) indicates that the crane activities would often be visible when travelling along the subsection of the Way at the western edge of the LVIA Study Area. The cranes would be very small-scale elements visible just above the north-eastern horizon and often screened by intervening planting. Along this subsection the magnitude of change is assessed to be Very Low. The photomontage visualisation in **Figure 9.29: Viewpoint 13: Nene Way by Cold Harbour Corner (Volume 6.3)** is atypical in that for a short section the Nene Way (and road) ascend the western Nene embankment. Where views are not fully screened by intervening tree cover, Receptors would possess views of the construction activities on the upper elements of the main building at the EfW CHP Facility Site and crane activities above a narrow section of the north-eastern horizon. Over separation distances of ~2-5 km their contrasting form and movement would generate a Low magnitude of change. The Photowire visualisation from Viewpoint 3 in **Figure 9.19: Viewpoint 3: North Brink south of Mile Tree Lane (Volume 6.3)** is from the closest point to the EfW CHP Facility Site on the Way. It shows how when travelling north along this subsection of the Way/North Brink Receptors would have no views of ground, lower and mid-level construction activities due to the coalescence of built development and mature tree and shrub cover on the eastern side of the Nene. In some locations such as Viewpoint 3, the scale of intervening light industrial and warehousing buildings would screen views of the majority of even the upper-most construction and crane activities. Overall, along			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			this closest subsection it is assessed that the magnitude of change would vary between Low and Very Low. North of Viewpoint 3 and Cox's Lane, Receptors would not have any views of upper-most construction and crane activities in their main field of view. The photomontage visualisation in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery (Volume 6.3)** from Viewpoint 7 on the Way/North Brink outside Elgood's Brewery is indicative of a Low magnitude of change given the urban visual context. By the end of this section of the Nene Way the Photowire visualisation in **Figure 9.26: Viewpoint 10: Southern frontage of Peckover House on North Brink (Volume 6.3)** from Viewpoint 10 on the Way/North Brink outside Peckover House shows that all construction and crane activities would be screened by nearby urban built development. Overall, it is assessed that the variations in the magnitude of change sustained by this recreational visual Receptor group would vary from no effect to Low. It is assessed that the resulting Moderate level of effect would be Significant because Receptors travelling along the Way would be likely to consider the presence of undisturbed views to be an important factor in undertaking and gaining enjoyment from this activity.			
		Operation Year 1	The rationale outlined for the construction phase would be largely applicable to the operation phase. The operational main building at the EfW CHP Facility would by virtue of its scale, height and mass be	Low	Adverse and long term	Moderate - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			slightly more visually prominent that the preceding construction and crane activities. This change would be reinforced by the views of the chimneys and the occasional visible plume. Consequently, recreational Receptors travelling along the subsection of the Way between approximately Guyhirn and the south-western edge of Wisbech would be likely to sustain a Low magnitude of change for longer periods dependent upon the availability of screening from nearby tree cover, seasonality, and occasion presence of the visible plume. The overall level of effect would be Moderate but Significant.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as no planting within the EfW CHP Facility Site could be visible to these Receptors walking the closest subsection of Nene Way even when it matures.	Low	Adverse and long term	Moderate - **Significant**
Nene Way – north of Wisbech	High	Construction	The 15.7 km long section of the Nene Way is routed along the western side the River Nene from north of Sutton Bridge to the centre of Wisbech. It should be noted that the assessment primarily applies to recreational travelling southwards as for Receptors travelling northwards the EfW CHP Facility will be 'behind them' and as such not visible in their principal field of view.	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			The ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area** and **9.3ii: Chimneys ZTV within LVIA Study Area (both Volume 6.3)** show that when travelling southwards recreational visual Receptors theoretically have almost constant views of the more elevated construction and crane activities at the main building of the EfW CHP Facility Site until entering the north of Wisbech when the density of built development ensures that the River Nene and the Way are outside any ZTV for the closest ~1.7 km. Along the remaining ~14 km of the Way Receptors would potentially have fairly consistent views of the most elevated construction and crane activities low above a narrow section of the southern horizon which is usually formed by a coalescence of tree cover despite the low level of tree cover in the area. The Photowire visualisation in **Figure 9.43: Viewpoint 27: Nene Way on southern edge of Sutton Bridge (Volume 6.3)** shows two key factors: that for Receptors travelling along the northern-most 5-6 km of the Way, the elevated construction and crane activities would be very small-scale elements that would be readily screened by intervening vegetation; and that when open views are available there are other closer, larger scale vertical elements in the views such as chimneys at the power station and wind turbines at Grange Wind Farm. North and south of Foul Anchor, the Nene Way is traversed by four separate overhead electricity lines whose pylons will be noticeable or prominent elements in Receptors' views. It is assessed that when travelling along the subsection of the Way north of the most southerly of these overhead lines with separation distances of at			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			least 8.5 km, Receptors would sustain no more than a Very Low magnitude of change. Further south along a subsection of ~5 km length to the northern edge of Wisbech and the edge of the ZTV, it is assessed that the magnitude of change would increase to Low. Nevertheless, over separation distances of between 8.5 km and 3 km the Moderate level of effect would be Not Significant. Overall, for the full 15.7 km section of the Nene Way it is assessed that the magnitude of change would be Very Low.			
		Operation Year 1	The rationale outlined for the construction phase would be largely applicable to the operation phase. The 90m high chimneys and the occasional visible plume would be likely to be more readily identifiable in southern views than the crane activities. However even when more prominent vertical existing elements are visible including pylons i.e., in the subsection of the Way south of Foul Anchor to the northern edge of Wisbech, the chimneys would be at least 3 km away and as such would be relatively small-scale elements in Receptors' views. Although built development in northern Wisbech is not visible until Receptors are within ~1km of the town's northern edge, they are likely to be aware of its presence so that any distant glimpses of the chimneys, and occasionally the visible plume, would be less of a visual surprise. Also, as the Nene Way follows the top of the western embankment and is therefore slightly elevated, Receptors possess panoramic views as opposed to views that are channelled down the River Nene which	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			would serve to slightly reduce the visual role of the chimneys in the overall panorama. Overall, for the full 15.7 km section it is assessed that the magnitude of change would be Low and the resultant Moderate level of effect would be Not Significant.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15.	Low	Adverse and long term	Moderate – **Not Significant**
Hereward Way	High	Construction	The Hereward Way has a length of 177 km of which an estimated 22 km follows a sinuous route across the southern part of the LVIA Study Area from east of Whittlesey, around March and to Welney as shown in **Figure 9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)**. At its closest point alongside the Coldham/Coldham Extension and Stags Holt Wind Farms north-east of March, it is ~7.8 km to the south of the EfW CHP Facility. **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area** and **9.3ii: Chimneys ZTV within LVIA Study Area (both Volume 6.3)** show that the ZTVs analogous with the upper-most construction and crane activities starts to fragment more readily at this separation distance and that the subsection of Hereward Way within March would be completely outside these ZTV's. Views of the upper-most construction and crane activities would be	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			intermittent and susceptible to screening by intervening vegetation. When uninterrupted, open, long distance northern views are available to recreational Receptors, the cranes would be minor elements even in views from the closest subsection. In addition, in these views from the closest subsection, the cranes would typically be seen in the same field of view as the much closer and taller wind turbines at Coldham/Coldham Extension and Stags Holt Wind Farms. This situation is shown in the Photowire visualisation from Viewpoint 25 in **Figure 9.41: Viewpoint 25: Hereward Way close to Andrew's and Reed Fen Farm (Volume 6.3)**. Towards the edges of the LVA Study Area any views from the Way would be like those shown in **Figures 9.44: Viewpoint 28: Welney Wildlife Trust Visitor Centre** and **9.46: Viewpoint 30: Nene Washes NNR Car Park at Eldernell (both Volume 6.3)** in which it can be inferred that the cranes would be difficult to discern even from elevated but short sections of the Hereward Way. These factors would combine to ensure that recreational Receptors would sustain no more than a Very Low magnitude of change.			
		Operation Year 1	The rationale outlined above would be largely applicable to the operation phase. The operational 90m high chimneys and the occasional visible plume would be likely to be more readily identifiable in some northern views available to recreational Receptors from some subsections of Hereward's Way. However,	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			the chimneys would still be at least 7.8 km distant and often seen alongside or through the group of wind turbines at Coldham/Coldham Extension and Stags Holt Wind Farms in views from the closest subsection, north-east of March. The visible plume would only be temporarily present in daytime during the rare situations when various inter-related meteorological conditions arise. In longer distance views as shown in the Photowire visualisations in **Figures 9.44: Viewpoint 28: Welney Wildlife Trust Visitor Centre and 9.46: Viewpoint 30: Nene Washes NNR Car Park at Eldernell**, the chimneys and occasional visible plume would be unlikely to register in most people's views. The magnitude of change would remain Very Low.			
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as no mitigation planting within the EfW CHP Facility Site could be visible to Receptors walking Hereward Way even when mature.	Very Low	Adverse and long term	Minor – **Not Significant**
Fen Rivers Way/Ouse Valley Way	High	Construction	Within the eastern fringe of the LVIA Study Area the coterminous routes of the 229 km long Ouse Valley Way and the 77 km long Fen Rivers Way follow the River Great Ouse between Ten Mile Bank and Wiggenhall St. Germans as shown in **Figure 9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at**	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			the EfW CHP Facility. As shown in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (all Volume 6.3)**, at a minimum separation distance of 14.5 km, the ZTVs analogous with the upper-most construction and crane activities would become more fragmented. Views of the upper-most construction and crane activities would be intermittent and frequently screened by intervening tree cover. When uninterrupted, western views are available, the cranes would be minor elements. This can be readily inferred from the Photowire visualisation shown in **Figure 9.45: Viewpoint 29: NCR 11/St. Peter's Road, Watlington (Volume 6.3)** from Viewpoint 29 which is located close to the route near Watlington. It indicates how small-scale the cranes would be and the likelihood of screening from intervening built development and/or vegetation. Even in open oblique views the cranes would be barely perceptible. Overall, it is assessed that there would be no change.			
		Operation Year 1	The rationale outlined above would be largely applicable to the operation phase. The operational 90m high chimneys and the occasional visible plume, would be more likely to be clearly visible in some western views available to recreational Receptors in favourable meteorological conditions. However, over a minimum separation distance of 14.5 km and in the context of other vertical elements that are also visible in the extensive views available to recreational	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Receptors, the magnitude of change would never exceed Very Low.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Nationally Promoted Cycle Routes Receptor Sensitivity: Value and Susceptibility are assessed as High unless otherwise stated.						
Sustrans NCR 1 – east of Wisbech	High	Construction	As shown on **Figure 9.12ii: Recreational Visual Receptor Group Locations (Volume 6.3)**, the convoluted route of the section of NCR 1 between King's Lynn and Wisbech follows minor roads and droves through the flat, open landscape of the north-eastern quadrant of the LVIA Study Area. Recreational Receptors cycling east towards King's Lynn would generally have Wisbech and the site of the EfW CHP Facility Site behind them so would have few views. **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** show that the ZTVs analogous with the upper-most construction activities become more consistent as the Route gets closer to Wisbech, although once within the urban area any views would be screened by nearby built development. The Photowire visualisation in **Figure 9.37: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway (Volume 6.3)** is from a section of NCR 1 close to Walpole Highway and with a	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			separation distance of 6.9 km is indicative of typical views available when cycling the central subsection of this part of NCR 1. It indicates that views of the crane activities, would be regularly available in western or south-western views. However, the crane activities would be easily screened by even limited tree cover and would be a minor element in moving views and in the context of much closer 400kV steel lattice pylons. These factors would combine to ensure that over this section of NCR 1, recreational Receptors would sustain a Very Low magnitude of change.			
		Operation Year 1	The rationale outlined for the construction phase would be largely applicable to the operation phase. The operational 90m high chimneys and the occasional visible plume would be more likely to be clearly identifiable in some transient western or south-western views in which other vertical elements are also frequently visible. Overall, the magnitude of change would be Very Low.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	There would be no change at Operation Year 15 in comparison with Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Sustrans NCR 63	High to Medium	Construction	As shown on **Figure 9.12ii: Recreational Visual Receptor Group Locations (Volume 6.3)**, NCR 63 traverses the south-western quadrant of the LVIA Study Area following a twisting route on minor roads	Medium	Adverse and short term	Moderate – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			from Whittlesey to March then drove roads to the southern part of Wisbech via Begdale and north-western Elm. The Value and subsequent Sensitivity of oblique views are reduced between Elm and Begdale by the proximity of the solar farm and lattice pylons. Views of the upper-most construction activities and subsequently of the main building and chimneys at the operational main building of the EfW CHP Facility Site would be far more prevalent for recreational Receptors cycling towards Wisbech as opposed to towards March and Whittlesey. **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** show that the ZTVs analogous with the upper-most construction activities become more consistent for Receptors cycling on subsections of NCR 63 north of March. The site visit showed that when cycling north along the Graysmoor Drove subsection of NCR 63 views of the Cold Store only become available after its junction with Long Drove when NCR 63 changes direction and the line of trees along its eastern side no longer provide effective screening in transient views. Northbound recreational Receptors would have reasonably consistent views for 5 km until Begdale in which the upper construction and crane activities would be visible close to the Cold Store. A 400kV transmission electricity line is routed ~300m north-west of this section of Graysmoor Drove crossing it south of Begdale and its lattice steel pylons are the dominant vertical elements in all views available along this 5 km long subsection of NCR 63. East of Begdale NCR 63 turns eastwards and the closest views of the construction activities would be			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			available in Receptors' oblique views ~1.3 km to the north. A strong indication of the visual role of the construction activities can be deduced from review of the photomontage visualisation Viewpoint 9 in **Figure 9.25: NCR 63 Begdale Road Between Elm and Begdale (Volume 6.3)** which is from the ~1 km long eastwards section of NCR 63 along Begdale Road. The middle and upper construction activities would be visible alongside (and some would be screened by) the Cold Store in the same field of view as the Wisbech Solar Farm and the 400kV transmission line pylons (which crosses NCR 63 for a second time along this subsection). The magnitude of change towards the end of the construction period sustained by recreational Receptors would increase to Medium. Views of construction activities would be screened by roadside built-development when NCR 63 and recreational Receptors enter the settlement of Elm and the magnitude of change would drop to Very Low or no change. This situation would continue along the entirety of the final few kilometres of NCR 63 as it passes through southern Wisbech parallel to A110. This would be because transient Receptors' open views towards the EfW CHP Facility to the west would always be partly or fully screened by at least one line of roadside-built development. Despite a short-lived subsection close to Begdale where significant effects would be briefly experienced, along the remainder of NCR 63 recreational Receptors would not sustain a high enough magnitude to result in significant effects.			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	The detailed rationale set out for the construction phase would be largely applicable to the operation phase. The operational 90m high chimneys and the occasional visible plume would be more likely to be clearly visible in the transient views for the 5 km of Graysmoor Drove to the southern edge of Bedgale. However, there would be no increase to the length of the ~1 km subsection along Begdale Road where recreational Receptors could briefly sustain significant effects from views of most of the southern elevation of the EfW CHP Facility as well as the chimneys.	Medium	Adverse and long term	Moderate – **Significant**
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as planting within the southern part of the EfW CHP Facility Site would be unlikely to be visible to these Receptors when mature, even from the closest subsection of NCR 63 along Begdale Road as evidenced in the photomontage visualisation in **Figure 9.25: NCR 63 Begdale Road Between Elm and Begdale (Volume 6.3)**.	Medium	Adverse and long term	Moderate – **Significant**
Sustrans NCR 11 – northern section (Ten Mile Bank/Downham Market/King's Lynn)	High	Construction	This ~18 km 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. Although as shown by comparison of its route in **Figure 9.12ii: Recreational Visual Receptor Group Locations** with the ZTVs in **Figures 9.2ii: EfW CHP ZTV within**	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3) some subsections of NCR 11 pass through the ZTVs, recreational Receptors cycling would be highly unlikely to be able to discern the cranes in transient, oblique views. Hence the assessment of no change.			
		Operation Year 1	The rationale outlined for the construction phase would be largely applicable to the operation phase. The 90m high chimneys and the occasional visible plume could be theoretically visible in some western views as indicated by review of the ZTV in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. In these views other vertical elements are also frequently visible and it is highly unlikely cyclists would be able to discern the chimneys and occasional plume. In the context of recreational Receptors' visual experience when cycling this subsection there would be no change.	No Change	Not Applicable	No Effect
		Operation Year 15	There would be no change at Operation Year 15 in comparison with the construction phase and Operation Year 1.	No Change	Not Applicable	No Effect
Tourist and Visitor Attractions Receptor Sensitivity: Value and Susceptibility are assessed as High unless otherwise stated.						
Peckover House and Garden	High	Construction	Over a minimum separation distance of 1.6 km, the screening that is provided by the intervening, built	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			development in western Wisbech, especially on South Brink, would be sufficient to prevent any views of even the crane activities. This can be inferred by review of the Photowire visualisation in **Figure 9.26: Viewpoint 10: Southern frontage of Peckover House on North Brink (Volume 6.3)**. Hence the House and Garden are outside the chimneys top ZTV as shown in **Figure 9.2i: EfW CHP ZTV within 5km of the centre of the main EfW building in the EfW CHP Facility (Volume 6.3)**. Recreational visual Receptors visiting this attraction would sustain no change.			
		Operation Year 1	The rationale outlined for the construction phase would be fully applicable to the operation phase. As demonstrated in the Photowire visualisation in **Figure 9.26: Viewpoint 10: Southern frontage of Peckover House on North Brink (Volume 6.3)** the operational 90m high chimneys would be entirely screened even in the most open southern view available to visitors. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that visual impact could be generated solely by the occasional presence of the visible plume when meteorological conditions generate a visible plume during the daytime, and this plume possesses suitable height, length and direction i.e., north. These criteria would be likely to be met very infrequently and views would continue to be screened within the garden and most of the house even if the visible plume were to assume its maximum parameters.	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with the construction phase and Operation Year 1.	No Change	Not Applicable	No Effect
Elgood's Brewery Gardens	High	Construction	The photomontage visualisation in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery (Volume 6.3)** from Viewpoint 7 on North Brink in front of the Brewery implies that the upper-most construction and crane activities would extend above roofs on a section of the south-eastern horizon in this urbanised view. However, 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 view of the crane activities from the more open parts of the Garden would be heavily filtered. As visitors' attention would be focused within the Garden the assessment concludes a Very Low magnitude.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 1	The rationale outlined for the construction phase would be largely applicable to the operation phase. The operational 90m high chimneys and the occasional visible plume would be more likely to be visible in any filtered south-eastern views that extend beyond the Garden, but the magnitude of change would not exceed Very Low, even if the visible plume temporarily assumed its maximum potential parameters.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase.	Very Low	Adverse and long term	Minor – **Not Significant**
Walpole Water Garden	High	Construction	As the Garden is sited in an enclosed location in the middle of the settlement of Walpole with a minimum separation distance to the main building at the EfW CHP Facility Site of 10 km, visitors would have no potential views of any construction activities.	No Change	Not Applicable	No Effect
		Operation Year 1	The rationale outlined for the construction phase would be fully applicable to the operation phase even taking account of the maximum potential parameters of the occasional visible plume.	No Change	Not Applicable	No Effect
		Operation Year 15	The rationale outlined for the construction phase would be fully applicable throughout the operation phase.	No Change	Not Applicable	No Effect
WWT Welney Wetland Centre	High	Construction	As the Wetland Centre is mostly located at a low elevation between levees or embankments outward views are rarely available to visitors and would be unlikely to extend for a separation distance of ~15 km to the EfW CHP Facility Site. Hence as shown by comparison of the location plan in **Figure 9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)** with the ZTVs for	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			analogous components for the upper-most construction activities in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)**, the Wetland Centre is almost entirely outside any ZTVs. The Photowire visualisation from Viewpoint 28 in **Figure 9.44: Viewpoint 28: Welney Wildlife Trust Visitor Centre (Volume 6.3)** indicates that even from elevated locations on the levees/embankments, the crane activities would be unlikely to be discernible in Receptors' casual views and would be readily screened by small amounts of nearby or intervening vegetation. These factors combine to result in an assessment of no effect.			
		Operation Year 1	The rationale outlined for the construction phase would be largely applicable to the operation phase. However, as indicated in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**, the 90m high chimneys and the occasional visible plume would be more likely to be visible in the limited number of elevated north-western views available to visitors. Views of the occasional plume would be dependent upon a favourable combination of meteorological conditions for the formation and parameters of the visible plume and for Receptors obtaining clear views over ~15km. Hence it is assessed that some Receptors could sustain a Very Low magnitude of change.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	There would be no change at Operation Year 15 in comparison with the construction phase and Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Nene Washes Nature Reserve, Eldernell	High	Construction	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 ~16.5 km to the EfW CHP Facility Site the cranes would be very small-scale elements on the horizon. As shown by comparison of the location plan in **Figure 9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)** with the ZTVs for analogous components for the upper-most construction activities in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)**, the Nature Reserve is partly outside any ZTVs. The Photowire visualisation from Viewpoint 30 in **Figure 9.46: Viewpoint 30: Nene Washes NNR Car Park at Eldernell (Volume 6.3)** confirms that crane activities would be minor elements that would require optimal weather conditions to be discernible in visitors' long-distance views. They would generate only a Very Low magnitude of change for recreational Receptors.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	The rationale outlined for the construction phase would be applicable to the operation phase. However, the 90m high chimneys and the occasional visible	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			plume would be more likely to be visible in the open north-eastern views that are sometimes available to visitors. Hence it is assessed that some Receptors could sometimes sustain a Very Low magnitude of change.			
		Operation Year 15	There would be no change at Operation Year 15 in comparison with the construction phase and Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Rings End Local Nature Reserve	High	Construction	The Nature Reserve is located close to the south of Guyhirn as shown in **Figure 9.12ii: Recreational Visual Receptor Group Locations over 5km from the centre of the main building at the EfW CHP Facility (Volume 6.3)**. Consequently, review of the visualisations from the eastern side of Guyhirn in **Figure 9.34: Viewpoint 18: Minor road on eastern edge of Guyhirn** and **Figure 9.39 Viewpoint 23: Rings End National Nature Reserve (Volume 6.3)** provides a good indication of the scale and visual role of the elevated construction and crane activities where recreational Receptors visiting the Reserve have open north-eastern views that extend to at least 7.5 km. Although the crane activities would be potentially visible as small-scale elements, site visits indicated that it would be likely that there would be sufficient vegetation cover within the Reserve to, at least partly, screen Receptors' views.	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	The rationale outlined for the construction phase would be applicable to the operation phase. However, the 90m high chimneys and the occasional visible plume would be more likely to be visible in any open north-eastern views available to visitors as indicated in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. The combination of meteorological variables that would result in the occasional plume being visible in daytime would occur only rarely. Hence it is assessed that some Receptors could sustain a Very Low magnitude of change.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	There would be no change at Operation Year 15 in comparison with the construction phase and Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Public Rights of Way (Individual and networks numbered as per Figure 9.13 (Volume 6.3)) Receptor Sensitivity: Value and Susceptibility are assessed as High unless otherwise stated.						
1) Halfpenny Lane (Elm to northern end of New Drove)	High	Construction	Halfpenny Lane is a combination of a 'route with public access' and a 'byway open to all traffic' (BOAT). It is routed between the centre of Elm and the northern end of New Drove/Weasenham Lane, crossing open agricultural fields and the A47 with a 400kV electricity overhead transmission line crossing the southern subsection upon 45-48m high steel lattice pylons. The A47 is crossed at level (no signs or markings). It has no links to other PRoWs or public roads. These conditions mean that it is likely that the	Medium	Adverse and short term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Lane is mostly used by dogwalkers and other people living in Elm and south-eastern Wisbech. Recreational Receptors would be 800m east of the closest boundary of the Temporary Construction Compound (and ~1km east of the chimneys) at their closest point on the Lane. The annotated baseline photographs from Viewpoints 6 and 8 in **Figures 9.15vi: Viewpoint 6: Halfpenny Lane Byway north of A47** and **9.15viii: Viewpoint 8: PRoW Halfpenny Lane north-west of Elm (Volume 6.3)** show how Receptors' baseline views towards the EfW CHP Facility Site from the southern subsection are dominated by the pylons and screened at ground level by the vegetation alongside A47. North of A47 ground and lower-level western views are still largely screened by combination of field boundary trees, scrub vegetation and some remnant orchards in Little Boleness Field. The 33m high Cold Store is the most prominent built element other than the pylons in Receptors' north-western views from the southern end of the route and the single most prominent built element in their western views from the northern part of the route. 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 for principal, built components at the main building as well as the turbine hall and air-cooled condenser these will become visible above the intervening vegetation. Similarly, towards the end of the construction phase some built components at the main building, are likely to extend just above the Cold Store. At least a			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			proportion of the crane activities (maximum nine cranes) will be visible for most of the construction phase. These elements will be above the horizon in an angle of view of 15-20° alongside or behind the Cold Store. An indication of the visual impact of the construction activities can be inferred from review of the photomontage visualisations from Viewpoints 6 and 8 in **Figures 9.22: Viewpoint 6: Halfpenny Lane Byway north of A47** and **9.24: Viewpoint 8: PRoW Halfpenny Lane north-west of Elm (Volume 6.3)**. Northern subsection of Halfpenny Lane would be crossed by the UGC providing recreational Receptors with brief views of the excavation, cable laying and backfilling for the closest 200m long sections of these works and associated plant. It is assessed that all activities would generate a Medium magnitude of change. The level of effect would be Major and Significant.			
		Operation Year 1	Reference to the photomontage visualisations from Viewpoints 6 and 8 in **Figures 9.22: Viewpoint 6: Halfpenny Lane Byway north of A47 and 9.24: Viewpoint 8: PRoW Halfpenny Lane north-west of Elm (Volume 6.3)** leads to the conclusion that the factors set out for the construction phase would be applicable at Operation Year 1. The 90m high chimneys would slightly increase the visual role of the operation EfW CHP Facility by 'drawing the eye' of these recreational Receptors. This situation would be emphasised on the rare occasions when the plume would be visible during daytime. However,	Medium	Adverse and long term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			recreational Receptors would have no views of any ground or lower-level components, plant movements, fully revegetated closest subsections of the UGC or, at night, (if any Receptors are present) of the ground and low-level lighting as set out in **Appendix 3A: Outline Lighting Strategy (Volume 6.4) (Volume 6.3)**.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as no tree and wet woodland planting within the EfW CHP Facility Site (shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) could be visible to these recreational Receptors even when it matures. However, it is noted that the Key Diagram for Wisbech in the Adopted Fenland Local Plan 2014 identifies the intervening Little Boleness Fields area between the Lane and New Drove as a 'South Wisbech Broad Location for Growth'. Hence there is some potential for the fore – and middle ground in the western views available from the northern part of the Lane to become developed and substantially changed and this is assessed as part of the Cumulative LVIA in **Chapter 18 (Volume 6.2)**.	Medium	Adverse and long term	Major - **Significant**
2) PRoWs west of Begdale: Crooked Bank/Narrow	High	Construction	This simple network of droves designated as BOATs crosses flat, open arable fields west of Begdale to scattered farms close to A47. Although both viewpoints are located closer to the EfW CHP Facility	Medium	Adverse and short term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Drove/Broad Drove			Site, the baseline annotated views in **Figures 9.15v: Viewpoint 5: A47 east of roundabout junction with the B198** and **9.15ix: Viewpoint 9: NCR 63 Begdale Road Between Elm and Begdale (Volume 6.3)** from Viewpoints 5 and 9 provide an indication of the north-western views available to these recreational Receptors. Over the past decade the Cold Store has become the most prominent individual element in these Receptors' north-western views. Other, less elevated development on the southern edge of Wisbech is only partly discernible on a horizon formed and punctuated by numerous telegraph and electricity distribution poles and vegetation. Much of the vegetation is sited alongside the A47 and it partly screens the vehicles travelling along this busy road. The middle-and upper-level construction and crane activities would be 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. All lower-and ground level construction activities and plant movement, including along New Bridge Lane, would be screened. Over separation distances of 1.0 -2.9 km the magnitude of change would vary between Very Low and Medium, and the level of effect would be Major and Significant.			
		Operation Year 1	The rationale outlined for the construction phase would be applicable to the operation phase. However, the 90m high chimneys and the occasional visible plume would be readily visible acting as a focal point,	Medium	Adverse and long term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			however the chimneys would not provide a major contrast in the context of views in which vertical elements are established components. Recreational Receptors would have no views of ground and lower-level activities or components. The magnitude of change would continue to vary between Very Low and Medium and the level of effect would be Significant.			
		Operation Year 15	The factors that apply for the construction and early operation phases would continue. There would be a possible change to the visual role of the main building and chimneys at the EfW CHP Facility if the area south of the EfW CHP Facility which is identified as a 'South Wisbech Broad Location for Growth' were to be developed by Operation Year 15. Nevertheless, it is unlikely this potential development would substantively increase screening of the EfW CHP Facility and the key visual role of its chimneys and occasional visible plume would be unaffected.	Medium	Adverse and long term	Major - **Significant**
3) PRoW Elm-Collett's Bridge	High	Construction	This single, ~1.5 km long, PRoW links northern Elm and the outlying satellite settlement of Collett's Bridge. Its northern-most section is routed within built development, whilst its central and southern sections are a rural lane bounded by trees and hedgerows. The ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of the centre of the main building**	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			at the EfW CHP Facility (Volume 6.3) indicate that when walking most of PRoW, recreational Receptors would have views of the upper-most construction and crane activities. Intervening trees would filter some views over separation distances of 1.8 km – 2.7 km. Towards the end of the construction phase, limited views of these upper-most activities over rooftops of properties in Elm and through tree cover in this part of Elm would result in a Very Low magnitude of change for northbound recreational Receptors (and no effect for southbound Receptors).			
		Operation Year 1	The rationale for the construction phase would apply to the operation phase with the likely presence of the upper part of chimneys and occasional visible plume would continue to result in a Very Low magnitude of change.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15.	Very Low	Adverse and long term	Minor – **Not Significant**
4) PRoWs north of Emneth (Gray's Lane, Mill Road and north of Wilkin's Road)	High	Construction	Gray's Lane is a 'route with public access' that is a cul-de-sac so is unlikely to be well-used. Mill Road is a restricted byway linking western Emneth with a cluster of properties at Paradise, skirting arable fields and remnant orchards. The footpath parallel but north of Wilkin's Road crosses open fields with some	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			remnant orchards at its western end. When using open sections of these routes recreational Receptors would have some views of the upper-most construction and crane activities above a narrow section of western horizon which is formed by intervening tree cover. The upper part of the Cold Store would provide additional screening of or be seen alongside these activities. There could be some potential and partial views of the short-lived construction activities associated with the UGC alongside A47, although these would be broadly visually comparable to normal highway maintenance activities. Over separation distances of 2.6 km – 3.5 km from the EfW CHP Facility Site, the magnitude of change would be Very Low given the intermittent availability of western views.			
		Operation Year 1	The rationale for the construction phase would apply to the operation phase with the intermittent presence of the upper part of chimneys and occasional visible plume potentially generating only an incremental increase in the magnitude of change. There would be no evidence of the presence of the UGC.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
5) PRoWs Stow Lane and east of Meadowgate Lane, eastern Wisbech	High	Construction	Comparison of the location of this PRoW network on the edge of Wisbech on **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment (Volume 6.3)** with the distribution of the ZTVs for the tops of the EfW CHP Facility main building and chimneys in **9.2i: EfW CHP ZTV within 5km of the centre of the main EfW building in the EfW CHP Facility** and **9.3i: EfW CHP Facility Chimneys ZTV within 5km of the centre of the main building at the EfW CHP Facility (Volume 6.3)** strongly indicates that even the short-lived, most elevated construction and crane activities would be infrequently visible. Any partial views briefly available to recreational Receptors would be above built development across south-eastern Wisbech. This development would screen all ground, lower- and middle level construction activities. As shown in the ZTV in **Figure 9.5: Underground Grid Connection (UGC) route construction ZTV (Volume 6.3)** there would be potential views of the short-lived construction activities along some subsections of UGC within the A47 corridor. However, these small-scale activities would be over separation distances of 800m – 1500m and as such would be typically screened, barely discernible and visually like standard highway maintenance works. Individually and cumulatively these construction activities could generate no more than a Very Low magnitude of change for recreational Receptors using this urban fringe network of PRoWs.	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	There would be some potential for periodic, glimpsed views of the upper part of the chimneys and the occasional visible plume above nearby and intervening rooflines and tree cover. This would be over a minimum separation distance of more than 2.0km. There would be no views of any components of the UGC.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	The rationale set out for the construction phase and Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 in the direction of views towards the operational EfW CHP Facility.	Very Low	Adverse and long term	Minor – **Not Significant**
6) Network of Other Routes with Public Access – Droves between Walton Highway and Marshland St. James	High	Construction	This is a widely dispersed network of routes, mostly along droves across an open arable landscape as shown on **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment (Volume 6.3)**. The flat, open landscape ensures that the ZTV coverage is extensive across the network as evidenced by reference to **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)**. It is likely that any recreational Receptors using this remote network would have periodic views of the upper-most construction and crane activities low above a narrow section of the south-western horizon towards the end of the construction phase. These activities would be largely screened by intervening vegetation cover and over a	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			minimum separation distance of approximately 5km would be small-scale visual elements. These short-lived construction activities could generate no more than a Very Low magnitude of change.			
		Operation Year 1	There would be some potential for periodic, glimpsed views of the upper part of the chimneys and the occasional visible plume above nearby and intervening vegetation cover as indicated by the ZTV in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. They would be over a minimum separation distance of 5km. Viewpoint 21 is located on the north-eastern edge of this PRoW network. The Photowire visualisation in **Figure 9.37: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway (Volume 6.3)** shows that Receptors would have periodic views of the top of the main building at the EfW CHP Facility, the upper part of the chimneys and the occasional visible plume. The Photowire visualisation in **Figure 9.37: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway (Volume 6.3)** shows how the chimneys and, on rare occasions when it is present, the visible plume, would be often screened by intervening vegetation. They would be small-scale visual elements in extensive views in which other vertical elements are often much taller and visually dominant. The chimneys, even when rarely augmented by the visible plume at its maximum parameters, could generate no more than a Very Low magnitude of change.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	No change in comparison to rationale set out for Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
7) Network of Other Routes with Public Access – Droves between West Walton and Ingleborough	High	Construction	This is a moderately dispersed network of routes, mostly along lanes and droves across an open arable landscape as shown on **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment (Volume 6.3)**. The flat, open landscape ensures that the ZTV coverage is extensive across the network as evidenced by reference to **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)**. It is likely that any recreational Receptors using this remote PRoW network would have periodic views of the upper-most construction and crane activities low above a narrow section of the southern horizon towards the end of construction phase. They would be typically screened by intervening vegetation and over a minimum separation distance of approximately 5.6km would be intermittent small-scale visual elements. Construction activities could generate no more than a Very Low magnitude of change for recreational Receptors using this network of PRoWs.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	There would be some potential for periodic, glimpsed views of the top of the main building at the EfW CHP Facility, the upper part of the chimneys and the occasional visible plume on the far, i.e., southern side of Wisbech. These small-scale elements would be	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			viewed over a minimum separation distance of 5.6 km. These operational elements could generate no more than a Very Low magnitude of change for recreational Receptors using this network of PRoWs.			
		Operation Year 15	No change in comparison to rationale set out for Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
8) Network of Other Routes with Public Access between Walsoken and West Walton	High	Construction	This is a moderately dispersed network of routes, mostly along lanes and droves across an open arable landscape. The flat, topography ensures that the ZTV coverage is extensive across the network as shown in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area**. It is likely that any recreational Receptors using this network potentially would have periodic views of the upper-most construction and crane activities low above a narrow section of the southern horizon towards the end of the three years long construction phase. These components would be predominantly screened by intervening vegetation cover and over a minimum separation distance of approximately 3.8km when not screened, they would be small-scale elements in any views. These construction activities could generate no more than a Very Low magnitude of change for recreational Receptors using this network of PRoWs.	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	There would be some potential for periodic, glimpsed views of the upper part of the main building, the chimneys and the occasional visible plume above nearby and intervening vegetation cover as evidenced by the ZTV in **Figure 9.6: Visible Plume ZTV (Volume 6.3)**. These elements would be visible over a minimum separation distance of 3.8km (possibly slightly less for the visible plume). The Photowire visualisation from Viewpoint 17 in **Figure 9.33: Viewpoint 17: Lynn Road, Walton Highway (Volume 6.3)** is from a location at a comparable separation distance but slightly further to the east. This shows that the chimneys and upper part of the EfW CHP Facility's main building would be minor elements that would be highly susceptible to screening by even limited nearby vegetation. Consequently. a Very Low magnitude of change is assessed for recreational Receptors using this network of PRoWs.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	No change in comparison to rationale set out for Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
9) PRoW 'The Still' south of Leverington	High	Construction	This is a single 1.5km PRoW long routed between the southern edge of Leverington and B1542 Barton Road. Recreational Receptors move across an open, agricultural landscape in which the middle distance, flat, treelined horizon is periodically broken by built development within and on the western edge of Wisbech. There would be sufficient screening to	Low	Adverse and short term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			ensure that recreational Receptors would have no views of ground and lower-level construction activities. The middle and upper construction and crane activities taking place toward the end of the construction phase would be visible above a narrow section of the south-eastern horizon. They would provide visual contrast and would be likely to draw the Receptors' attention, although over separation distances of 1.8km to 2.8km these activities would only generate a Low magnitude of change in the oblique views of south-bound Receptors (and would be behind north-bound Receptors). Whilst crane movements and activities associated with the upper parts of the building would be visible they would not be prominent elements in the view and consequently it is assessed that the Moderate effect would be Not Significant.			
		Operation Year 1	The photomontage visualisation from Viewpoint 12 in **Figure 9.28: Viewpoint 12: PRoW - 'The Still' - south of Leverington (Volume 6.3)** is at the northern end of this PRoW. It demonstrates the operational EfW CHP Facility would form a focal point low above a short section of the south-eastern horizon. The main building and chimneys would be seen above the intervening vegetation that would screen all lower operational components, plant movement and, at night, lighting. **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that visual impact could be generated solely by the occasional presence of the visible plume when meteorological conditions both	Low	Adverse and long term	Moderate – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			generate a visible plume during the daytime, and this plume possesses suitable direction, height, and length to be visible in south-eastern views for south-bound Receptors using this PRoW. The Low magnitude of change and resultant Moderate level of effect are assessed as Significant where 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 end of the construction phase when the main building and chimneys would be almost complete. In addition, the occasional visible plume would also likely draw the Receptor's attention.			
		Operation Year 15	No change in comparison to rationale set out for Operation Year 1.	Low	Adverse and long term	Moderate – **Significant**
10) Byways at Leverington Common	High	Construction	This limited PRoW network which is shown in **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment (Volume 6.3)** would be located within the ZTV for the upper-most construction and crane activities as shown in **9.2i: EfW CHP ZTV within 5km of the centre of the main EfW building in the EfW CHP Facility** and **9.3i: Chimneys ZTV within 5km of the centre of the main building at the EfW CHP Facility (Volume 6.3).** Review in the field indicates that it is likely that recreational Receptors would only have periodic views of the short-lived, most elevated construction phase activities due to screening by intervening	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			vegetation. Over a minimum separation distance of ~3km Receptors would sustain a Very Low magnitude of change in their south-eastern views.			
		Operation Year 1	The same factors noted for the construction phase would continue to severely restrict the availability of views during the longer operation phase. Receptors' views would be likely to be restricted to limited views of the chimneys and the occasional visible plume with occasional views of the upper part of the main building at the EfW CHP Facility above intervening coalescing tree cover. Although Viewpoint 15 is located over 1km to the south of this PRoW network, it is at a comparable distance and possesses a similar visual context, hence the Photowire visualisation in **Figure 9.31: Viewpoint 15: Eastern side of Wisbech St. Mary (Volume 6.3),** whilst slightly closer to the Proposed Development, provides some indication of the scale and role of the chimneys in these Receptors' south-eastern views. The visualisation shows that the main building at the EfW CHP Facility would be predominantly screened, even in winter months, and the upper part of the chimneys would be discernible but a relatively minor visual element. The magnitude of change would continue to be Very Low.	Very Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	No change in comparison to rationale set out for Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
11) Network of Other Routes with Public Access - Pulley's Lane/Elbow Bank/Low Lane at North Level and at Bunkers Hill	High	Construction	This network of PRoWs which is shown in **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment (Volume 6.3)** consists of tracks and droves extending north and south of the B1166 Main Road at Church End between Parson Drove and Wisbech St. Mary. Further to the south there is an isolated PRoW routed north-west from Bunkers Hill. The PRoWs follow the boundaries of open arable fields providing users with extensive views across flat topography in all directions. The required eastern/south-eastern views towards Wisbech and the EfW CHP Facility Site are generally screened along the central section (Elbow Bank) by an overgrown hedgerow and hedgerow trees alongside the eastern side of the track as well as tree cover in Church End. Where these views are available, they are punctuated and partly screened by intervening tree cover, including orchards and Lombardy poplar field boundaries north-west of Wisbech St. Mary. Over minimum separation distances of 6km, Receptors' views would be limited to the short-lived upper-most construction and cranes activities low above a narrow section of the eastern/south-eastern horizon. Adjacent and nearby vegetation cover would ensure that views would not be constantly available. It is assessed that the magnitude of change sustained by Receptors would be Very Low.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	Although the ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area, 9.3ii: Chimneys ZTV**	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			within LVIA Study Area and **9.6: Visible Plume ZTV (Volume 6.3)** indicate that the PRoW network lies within these ZTVs, in reality field review indicates that visibility would be more fragmented due to the nearby vegetation cover, especially in views from the central part of the PRoW network. A good indication of the scale and visual role of the operational EfW CHP Facility, and its chimneys is provided in the Photowire visualisation in **Figure 9.38: Viewpoint 22: PRoW in Parson Drove (Volume 6.3)** which is from Viewpoint 22 which is ~1km further west than the PRoW network. This shows that where Receptors would have completely open views towards southern Wisbech, the upper parts 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 they would all be small-scale elements with the building and chimneys readily capable of being screened by intervening tree cover such as the locally characteristic belts of Lombardy poplars. The chimneys would potentially draw Receptors' eye but would have a similar visual scale as closer telephone and electricity distribution poles which are common visual components in Receptors' views. As with the construction phase, even in winter conditions with a visible plume temporarily present, Receptors would only sustain a Very Low magnitude of change.			
		Operation Year 15	No change in comparison to rationale set out for Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
12) PRoWs around Murrow and Thomolas Drove	High	Construction	A limited network of PRoWs is routed north and south of the settlement of Murrow crossing open arable fields. Receptors using the PRoWs would have a minimum separation distance of ~5km. Viewpoint 22 is located close to the northern end of the PRoW network and the baseline photograph in **Figure 9.38: Viewpoint 22: PRoW in Parson Drove (Volume 6.3)** shows that even when crossing open landscapes, Receptors' views to the east/south-east (and other directions) still contain a moderate amount of tree cover as well as some built elements, and telephone and electricity distribution poles. Receptors' views would be limited to the short-lived, upper-most construction and crane activities low above a narrow section of the eastern/south-eastern horizon. These would only take place towards the end of the construction phase Vegetation cover would ensure that views would not be constantly available. It is assessed that the magnitude of change sustained by Receptors would be up to Very Low.	Very Low	Adverse and short term	Minor – **Not Significant**
		Operation Year 1	Although the ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area, 9.3ii: Chimneys ZTV within LVIA Study Area** and **9.6: Visible Plume ZTV (Volume 6.3)** indicate that the PRoW network lies within these ZTVs, in reality field review indicates that visibility would be more fragmented and recreational Receptors would not have constant views of the EfW CHP Facility when using these PRoWs due to intermittent screening by appropriately located tree cover. The scale and visual role of the operational	Very Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			EfW CHP Facility and its chimneys is shown in the Photowire visualisation in **Figure 9.38: Viewpoint 22: PRoW in Parson Drove (Volume 6.3)**. This shows that where Receptors would have completely open views towards southern Wisbech, the upper parts 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, the former would be small-scale elements, frequently screened by intervening tree cover such as the locally characteristic belts of Lombardy poplars. The chimneys would potentially draw Receptors' eye but would have the same visual scale as closer telephone and electricity distribution poles which are common visual components in Receptors' views. The occasional plume would be visible in daytime only when a range of meteorological variables were all present which would be rare. As with the construction phase, even in winter conditions with the temporarily visible plume at its maximum potential parameters, Receptors would only sustain a Very Low magnitude of change.			
		Operation Year 15	No change in comparison to rationale set out for Operation Year 1.	Very Low	Adverse and long term	Minor – **Not Significant**
Vehicular Receptors Receptor Sensitivity: Value and Susceptibility are assessed as Medium unless otherwise stated.						

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
A47 eastbound (to Wisbech)	Medium	Construction	Vehicular Receptors travelling east on A47 enter the LVIA Study Area east of Thorney and travel eastwards for ~20km until they reached the junction with A1101 from which point any views of the components of the EFW CHP Facility Site would be behind them and beyond their natural field of view. Reference to the ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** indicate that these views in theory would be almost continuous. However, site visits demonstrate that the A47 possesses enough roadside planting at properties' curtilages and within periodic shelterbelts to result in intermittent views towards the EfW CHP Facility site. It is assessed that the upper-most construction activities would be highly unlikely to be discernible when travelling along the subsection of A47 between Thorney and Ring's End/Guyhirn with separation distances of over 7.5km. Once the A47 has crossed River Nene and follows its southern side towards Wisbech, the upper-most construction and crane activities would align with travellers' forward views. However, these views are only periodically open and along most of this section of the A47 the coalescence of roadside tree and shrub cover provides at least partial screening towards the EfW CHP Facility site. Site visits including observation of the visibility of the 33m high Cold Store, strongly infer consistent views of the middle and upper-most construction and crane activities would typically only become available after the junction with South Brink, i.e., for ~600m up to the traffic island at the southern end of B198. They would then continue for a further	Medium	Adverse and short term	Moderate – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			1km until the EfW CHP Facility and its temporary construction compound would be screened by the Cold Store in now oblique views. As indicated by the photomontage visualisation in **Figure 9.21: Viewpoint 5: A47 east of roundabout junction with the B198 (Volume 6.3)** which is at the side of A47 immediately east of B198 traffic island, when travelling along this ~1.6km long subsection Receptors would have open views of a wide variety of construction activities including some at lower levels. Along this ~1.6km section Receptors would sustain a medium magnitude of change. In addition, vehicular Receptors travelling the section of A47 to the south-east of Wisbech would have close distance views of the construction of the UGC in the A47's western verge and of the water connection as it is constructed across from New Bridge Lane. Grid Connection works would take place at night in 200m long subsections across 7 months with appropriate traffic control measures in place. Vehicular Receptors would therefore have clear views, but and as with the water connection, the visual changes would be like those required for highway maintenance works and would have no overt visual connection to previous sustained views of the construction activities at the EfW CHP Facility Site.			
		Operation Year 1	A similar range of considerations as set out for the construction phase would apply throughout the operation phase. The photomontage visualisation in **Figure 9.21: Viewpoint 5: A47 east of roundabout**	High	Adverse and long term	Major – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			junction with the B198 (Volume 6.3) shows the worst-case scenario: the most open, closest views available to these Receptors. It shows that the 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, although not along most of the western section of New Bridge Lane. In these closest views the EfW CHP Facility would always be seen in the context of other extensive built development on the southern edge of the Wisbech Industrial Estate, including the Cold Store. A short-lived high magnitude of change would be sustained by Receptors on ~1.6km of the A47; however the effect experienced elsewhere by road users further from the EfW Facility would reduce to a Medium magnitude or less with an overall level of effect that is Not Significant. The UGC and water connection would be completely buried, and the land/highway restored to its baseline landcover resulting in no visual impacts. It would be unlikely that most vehicular Receptors would take note of the occasional visible plume.			
		Operation Year 15	The assessment for Year 1 would be likely to be unaltered throughout the operation phase. By Operation Year 15, the tree and wet woodland mitigation planting in the southern part of the site of the EfW CHP Facility (shown in **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**) would be well-established and could potentially	High	Adverse and long term	Major – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			incrementally further reduce Receptors' views of ground and lower-level components and plant movement. Simultaneously the area between the A47 and New Bridge Lane is allocated for development as the South Wisbech Broad Location for Growth which, if built, would provide at least a degree of additional screening of lower- and middle-level components. The magnitude of change sustained along the closest subsection of A47 could potentially reduce. Given the uncertainty of the allocated development and level of screening provided a conservative approach is taken that effects would remain Significant and this potential effect is covered in the cumulative LVIA in **Chapter 18 (Volume 6.2)**.			
A47 westbound (to Wisbech)	Medium	Construction	Vehicular Receptors travelling west on A47 enter the LVIA Study Area east of Tilney All Saints and travel south-westwards for ~20km until they reached the second junction with B198 from which point any views of the components of the EFW CHP Facility under construction would be behind them and beyond their natural field of view. Reference to the ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** indicate that these views would be frequent, 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, often between traffic moving in the opposite direction. Principal examples are the	Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			orchards in adjacent fields south of the first B198 junction (Broad End Road) near Walsoken and comprehensive tree cover alongside subsections routed close to Terrington St. John and Walpole Highway. Hence any transient views of the upper-most construction and crane activities would be heavily filtered and/or intermittent. 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. Views of middle, lower- and possibly ground level activities and plant movement would only be briefly available west of the Cold Store when the required views would be oblique. west of the Cold Store when the required views would be oblique. Along this section which is only ~700m long, Receptors would sustain a medium magnitude of change. In addition, vehicular Receptors travelling the section of A47 to the south-east of Wisbech would have close distance views of the construction of the UGC in the A47's western verge. This would take place at night in 200m long subsections across six months with appropriate traffic control measures in place. Vehicular Receptors would therefore have clear views, but the visual changes would be like those required for highway maintenance works and would have no overt visual connection to their other views of the construction activities at the EfW CHP Facility Site. During the same six-month long subphase, vehicular Receptors could also have very brief views of the construction compound when travelling close to the northern junction with B198 south of Walton Highway. It is assessed that although			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Receptors would briefly sustain a medium magnitude of change and a Moderate and Significant effect for ~700m of the route closest to the EfW CHP Facility, the effect experienced further from the EfW Facility would reduce to a Low magnitude or less with an overall level of effect that is Not Significant.			
		Operation Year 1	The same range of considerations as set out for the construction phase would apply throughout the operation phase. Although located slightly to the south of A47, the Photowire visualisation from Viewpoint 21 in **Figure 9.37: Viewpoint 21: NCR1 at Mill Bank, Walpole Highway (Volume 6.3)** is indicative of a typical view from a high proportion of A47. It shows that the EfW CHP Facility, usually just its chimneys and any occasional visible plume, would be minor components in these brief, transient views and susceptible to screening until the Receptor has travelled to the southern edge of Wisbech. Given the transient nature of the views, the EfW CHP Facility and its chimneys would be unlikely to be readily identifiable in casual views. There would be no visual indication of the adjacent presence of the UGC. It is assessed that Receptors would briefly sustain a Low magnitude of change for ~700m of the route closest to the EfW CHP Facility, the effect experienced further from the EfW Facility would reduce to a Very Low magnitude or less.	Low	Adverse and long term	Minor – Not Significant

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	The assessment for Year 1 would be likely to be unaltered throughout the operation phase. By Operation Year 15, the limited mitigation planting in the southern part of the site of the EfW CHP Facility would be well-established and potentially incrementally further reduce Receptors' views of ground and lower-level components and plant movement. The area between the A47 and New Bridge Lane is allocated for development which if built would provide at least a degree of additional screening of lower- and middle-level components. Given the uncertainty of the allocated development and level of screening provided a conservative approach is taken that effects would remain unchanged and this potential effect is covered in the cumulative LVIA in **Chapter 18 (Volume 6.2)**.	Low	Adverse and long term	Minor – Not Significant
B198 Cromwell Road (south-west of town centre)	Medium	Construction	This section of B198 Cromwell Road/South Brink is ~2.9km long. Other than its southern-most ~600m south of junction with New Bridge Lane, Receptors travelling north along B198 are travelling through a well-developed urban area, mainly through a retail and industrial area and then an historic riverside town centre alongside South Brink. Localised change and constant movement are key established characteristics in these Receptors' views. Only the upper-most construction and crane activities could be periodically seen above the roofs of commercial, warehouse or light industrial buildings south of the South Brink/Cromwell Road junction. A higher proportion of construction activities would be briefly	Medium	Adverse and short term	Moderate **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			visible between periodic built development to Receptors in northbound vehicles travelling along the more open southern-most ~600m of B198 close to the junction with the A47. Consideration has been given to the potential for the increased traffic levels on the southern subsection of Cromwell Road due to construction traffic. It is assessed that although Receptors would briefly sustain a Medium magnitude of change and a Moderate and Significant effect for ~600m of the southern end of the route closest to the EfW CHP Facility, the effect experienced further from the EfW Facility would reduce to a Low magnitude or less with an overall level of effect that is Not Significant.			
		Operation Year 1	Along the B198 routed through the Wisbech (Belgrave) Retail Park, Receptors in southbound vehicles could intermittently have views that would be similar to those available at Viewpoint 2 as shown in the photomontage visualisation in **Figure 9.18: Viewpoint 2: Lidl Carpark west of Cromwell Road (Volume 6.3)**. In this type of transient view, the upper part of the main building and the chimneys at the EfW CHP Facility would be visible above the developed, elevated south-eastern or eastern horizon. Where partially visible, the main building would possess similar visual attributes to the existing smaller but closer buildings. There would be no views of the CHP Connection or any lower level or ground level components. The latter could potentially be briefly visible in north-eastern views from north-bound	Medium	Adverse and long term	Moderate – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			vehicles travelling on the less developed southern-most 600m length of B198 with reference to the photomontage visualisation in **Figure 9.21: Viewpoint 5: A47 east of roundabout junction with the B198 (Volume 6.3)**. The occasional visible plume could temporarily be partly visible depending upon its height, length and direction. It is assessed that although Receptors would briefly sustain a Medium magnitude of change and a Moderate and Significant effect for ~600m of the southern end of the route closest to the EfW CHP Facility, the effect experienced further from the EfW Facility would reduce to a Low magnitude or less with an overall level of effect that is Not Significant.			
		Operation Year 15	The assessment for Year 1 would be likely to be unaltered throughout the operation phase. By Operation Year 15, the wet woodland and tree mitigation planting in the southern part of the EfW CHP Facility Site would be well-established and incrementally reduce Receptors' views of some ground and lower-level components and plant movement in brief views from the southern-most 600m of B198. Simultaneously the area between the southern-most subsection of Cromwell Road and New Bridge Lane is allocated for development which, if built, would provide at least a degree of additional screening of lower and middle-level components. Given the uncertainty of the allocated development and level of screening provided a conservative approach is taken that effects would remain	Medium	Adverse and long term	Moderate – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Significant and this potential effect is covered in the cumulative LVIA in **Chapter 18 (Volume 6.2)**.			
B198 (north-east) of town centre	Medium	Construction	This more distant section of B198 is routed through north-eastern Wisbech and then is bounded by ribbon development almost continuous to its junction with A47. As shown in **Figures 9.2i: EfW CHP ZTV within 5km of centre of the main EfW building in the EfW CHP Facility** and **9.3i: Chimneys ZTV within 5km of the centre of the main building at the EfW CHP Facility (Volume 6.3)**, the subsection within Wisbech is mostly routed outside the ZTVs due to nearby built development. In theory there could be very fleeting views of the upper-most construction and crane activities along the more distant subsection east of Walsoken when south-western views are available between built development, however it is concluded that in reality this activity is unlikely to be perceptible to road users and would represent No Change.	No Change	Not Applicable	No Effect
		Operation Year 1	The rationale set out for the construction phase would continue to be applicable. Review of the ZTV in **Figure 9.6: Visible Plume ZTV (Volume 6.3)** shows that the occasional visible ZTV could be temporarily and partly seen in some short-lived daytime views. However, given the urban visual context and transient nature of any views, the magnitude of change would remain No Change.	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	The rationale set out for Year 1 would continue to apply throughout the operation phase.	No Change	Not Applicable	No Effect
A1101 south of town centre - northbound	Medium	Construction	The sinuously routed A1101 traverses the southern quadrant of the LVIA Study Area over approximately 22km. Receptors in north-bound vehicles enter the LVIA Study Area at Welney and travel through a locally fragmented ZTV to the conjoined settlement of Upwell and Outwell. after which it continues through Emneth, skirts Elm, crosses the A47 and enters the southern part of Wisbech's urban area. The A1101's route through settlements has the consequence that it is often on the edge of ZTVs as shown in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main EfW building in the EfW CHP Facility** and **9.3i: Chimneys ZTV within 5km of the centre of the main building at the EfW CHP Facility (Volume 6.3)** where they become fragmentary. The baseline view at Viewpoint 19 close to Outwell which is shown in **Figure 9.35: Viewpoint 19: The Common and Pius Drove, Upwell/Outwell area (Volume 6.3)** is indicative of the composition of northern and north-western views that are experienced by these vehicular Receptors along a good proportion of A1101, noting views are generally limited, especially within the settlements. Tree cover is still often sufficient to screen the Proposed Development in longer distance views. Consequently, the upper-most construction and crane activities present towards the end of the construction phase, would only be	Very Low	Adverse and short term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			intermittently visible to these Receptors. When fleetingly visible they would be relatively small-scale visual elements, even along the closest open subsections of A1101 close to Emneth (minimum separation distance of 2.3km). As the A1101 and Receptors enter northern Elm and then Wisbech roadside residential properties and vegetation combine to reduce any potential views to oblique, partial and fleeting ones. It is assessed that Receptors would never sustain more than a Very Low magnitude of change.			
		Operation Year 1	The situation summarised for the construction phase would continue to substantially apply throughout the much longer operation phase. The upper parts of the main building at the EfW CHP Facility, especially the chimneys, would be more likely to be readily identifiable when open long and middle-distance views briefly become available to northbound Receptors. An example of their limited visual role is illustrated in the Photowire visualisation from Viewpoint 19 in **Figure 9.35: Viewpoint 19: The Common and Pius Drove, Upwell/Outwell area (Volume 6.3)** which is over a separation distance of 6.4km i.e., closer than most of the potential views available to northbound Receptors. In potential closer views from subsections through northern Elm and southern Wisbech even if open views were to be available through adjacent built development and vegetation, the lower components at the operational EfW CHP Facility would frequently been screened by	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			the nearby Cold Store or at least seen alongside the facility. There maybe a few brief subsections where the magnitude of change would reach a Low level, but Receptors travelling along almost all ~22km would sustain either Very Low or more frequently, no change.			
		Operation Year 15	The rationale set out for Year 1 would continue to apply at Year 15.	Very Low	Adverse and long term	Negligible – **Not Significant**
A1101 south of town centre - southbound	Medium	Construction	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 after which any potential views would be counter to the southern direction of travel and 'behind' them. The ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of the centre of the main EfW building in the EfW CHP Facility** and **9.3i: Chimneys ZTV within 5km of the main building at the EfW CHP Facility (Volume 6.3)** show than the high density of built development close to the A1101 in Wisbech, aided in some locations by tree cover, would ensure that the relevant subsection of A1101 is almost entirely outside these ZTVs with minimal potential for glimpsed, short-lived views of the upper-most construction and crane activities. There could be some very infrequent instances of a Very Low magnitude of change but along most of this subsection Receptors would sustain no change.	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	There would be little variation in comparison with the shorter, preceding construction phase. The ZTV in **Figure 9.3i: Chimneys ZTV within 5km of main building at EfW CHP Facility (Volume 6.3)** shows that even views of the top of the chimneys at the EfW CHP Facility would be glimpsed and intermittent for Receptors travelling in southbound vehicles within the subsection of A1101 routed within Wisbech. When briefly seen over a minimum separation distance of 1.4km, the chimneys, and more infrequently, the upper parts of the main building at the EfW CHP Facility, would be have a limited visual role akin to that shown in the Photowire visualisation from Viewpoint 4 in **Figure 9.20: Viewpoint 4: Northern end of New Drove (Volume 6.3)**. This viewpoint is at the northern end of New Drove and is therefore closer to the EfW CHP Facility than any subsection of A1101. It illustrates the manner that the upper part of the main building and the chimneys would be viewed in a busy urban/suburban context that would reduce potential visual contrast. The occasional presence of the visible plume could serve to draw attention to the chimneys' presence, but the overall magnitude of change would not exceed Very Low.	Very Low	Adverse and long term	Negligible – **Not Significant**
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
	Medium	Construction	This section of A1101 from A17 west of Sutton Bridge to the centre of Wisbech is 13km long. For Receptors	Very Low	Adverse and short term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
A1101 Long Sutton - Wisbech - southbound			in northbound vehicles the EfW CHP Facility Site would always be behind then outside their field of view. **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** show that until Receptors reach the edge of Wisbech the ZTV is almost continuous. **Figure 9.3i: EfW CHP Facility Chimneys ZTV within 5km of the centre of the main building at the EfW CHP Facility (Volume 6.3)** shows that once within Wisbech the high density of built development results in the ZTV becoming highly fragmented along the A1101. Hence Receptors' views would be over separation distances of 3.5km to 13.8km and could only include the upper-most construction and crane activities that would be present during the latter part of the construction phase. These would 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, especially close to subsections routed through settlements such as Tydd Gate. Receptors travelling in southbound vehicles would sustain either Very Low or more frequently, no change.			
		Operation Year 1	The situation summarised for the construction phase would continue to substantially apply throughout the much longer operation phase. The ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** imply that the upper parts of the main	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			building at the EfW CHP Facility, especially the chimneys, would be potentially visible low above the southern horizon for most of this section of the A1101 other than in Tydd Gate. However, the separation distance and the resultant small-scale of these components, would make them susceptible to at intermittent screening by limited nearby tree cover. Infrequently available views of the temporarily visible plume, even at its maximum parameters, would be unlikely to increase the visual impacts sustained by southbound vehicular visual Receptors. An indication of how tree cover would screen the EfW CHP Facility and its chimneys is provided by the Photowire visualisation from Viewpoint 27 in **Figure 9.43: Viewpoint 27: Nene Way on southern edge of Sutton Bridge (Volume 6.3)**. This is from a location south of Sutton Bridge i.e., ~2km east of the northern end of A1101, but it is over a comparable separation distance and possesses similar visual characteristics. It shows how the small-scale of the EfW CHP Facilities would allow them to be screened by very limited nearby vegetation. Hence the Receptors' transient views would be intermittent, especially from the northern subsections of A1101.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
A1122 Downham Market - Outwell	Medium	Construction	Views would only be potentially available to Receptors in vehicles travelling from Downham	Very Low	Adverse and short term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Market to Outwell (where the A1122 joins the A1101) as travelling in the opposite direction the EfW CHP Facility Site would be 'behind' the Receptor. At the closest part of A1122 at Outwell any views would be over a separation distance of ~7km. Reference to **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** show that the western subsection of A1122 is substantially within both ZTVs, but that the more distant eastern subsection is on the edge and sometimes outside the ZTVs. Hence it can be inferred that even where the required open north-western views would be available, the upper-most construction and crane activities would be minor components during the latter stages of the construction phase. They would be typically screened by roadside vegetation and intervening tree cover. Receptors travelling in north-westbound vehicles would sustain either Very Low or more frequently, no change.			
		Operation Year 1	The situation summarised for the construction phase would continue to substantially apply throughout the operation phase. The separation distances and the resultant small-scale of these components, and the occasional plume, would be typically screened by roadside vegetation and intervening tree cover. An indication of how intervening planting would screen the EfW CHP Facility and its chimneys is provided by the Photowire visualisation from Viewpoint 19 in **Figure 9.35: Viewpoint 19: The Common and Pius**	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Drove, Upwell/Outwell area (Volume 6.3). This is from a location north of Outwell i.e., slightly closer the EfW CHP Facility than any location on A1122. It shows how the small-scale of the EfW CHP Facilities at even the closest subsection of A1122 would allow them to be screened by even very limited nearby vegetation. Hence the Receptors' transient views would be intermittent when travelling north-west along A1122. The operational EfW CHP Facility, its chimneys and very infrequently the occasional visible plume, would potentially not be perceptible to road users.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
A141 Wimblington - Guyhirn	Medium	Construction	Views would only be potentially available to Receptors in vehicles travelling from Wimblington south of March to Guyhirn 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. Reference to **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** show that the northern subsection of A141 is substantially within both ZTVs but that the more distant southern subsection mostly outside the ZTVs. Hence it can be inferred that even where the required open north-eastern views would be	Very Low	Adverse and short term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			available, the upper-most construction and crane activities would be minor components during the latter stages of the construction phase. They would be frequently screened by roadside vegetation and intervening planting. Receptors travelling in north-bound vehicles would sustain either Very Low or more frequently, no change.			
		Operation Year 1	The situation summarised for the construction phase would continue to apply throughout the operation phase. The separation distances and the resultant small-scale of these components, and the occasional visible plume, would be frequently screened by nearby tree cover or intervening planting. An indication of visual role of the EfW CHP Facility and its chimneys is provided by the Photowire visualisation from Viewpoint 23 in **Figure 9.39: Viewpoint 23: Rings End National Nature Reserve (Volume 6.3)**. This is from a location north of March i.e., to the east of the northern part of A141. It shows how the relatively small-scale of the EfW CHP Facilities at even the closest northern subsection of A141 would allow them to be at least partly screened by even very limited nearby and intervening vegetation. Hence the Receptors' transient views would be intermittent when travelling north along A141. The operational EfW CHP Facility and its chimneys would be highly unlikely to generate more than a Very Low magnitude of change in the views of Receptors travelling northwards along the subsection north of March. There would be no views from the	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			more distant subsection of A141 to the west and south of March.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
A17	Low (Dual carriageway sections)	Construction	A section of A17 traverses the northern edge of the LVIA Study Area routed west-east between Sutton Bridge and King's Lynn. 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 only provides Receptors with potential transient, oblique views would ensure that any fleeting views of the upper-most construction and crane activities would be unlikely to be noted in Receptors' casual views.	No Change	Not Applicable	No Effect
		Operation Year 1	The Photowire visualisation from Viewpoint 27 in **Figure 9.43: Viewpoint 27: Nene Way on southern edge of Sutton Bridge (Volume 6.3)** is adjacent to the A17 south of Sutton Bridge and is therefore representative of the worst-case scenario available to these Receptors. The visualisation shows that the small scale of the upper part of the main building at the EfW CHP Facility and the chimneys would be screened by intervening vegetation. If views are available, they would be seen in the visual context of	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			numerous closer and larger scale vertical elements such as wind turbines, pylons and close to this subsection of A17, the power station at Sutton Bridge. Overall, Receptors travelling along A17 would sustain no changes in their oblique, transient views, even on the rare occasions that the visible plume could be seen.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
B1101 March - Elm	Medium	Construction	The convoluted route of the B1101 traverses open arable areas in its southern and central subsections before its northern subsection is routed through ribbon developments including Friday Bridge and the southern and central parts of Elm. Views mostly be available to Receptors in northbound vehicles. The ZTVs in **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** shows that Receptors will theoretically have almost continuous views of the upper-most construction and crane activities towards the end of the construction phase. These would become heavily screened and intermittent when travelling along the northern subsection through Friday Bridge and Elm due to adjacent built development and vegetation. In northern views from the more distant (minimum separation distance 4km) subsections the relatively small-scale of the visible components would be often screened by nearby tree	Very Low	Adverse and short term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			cover. Views would also be available in the visual context of intervening 400kV steel lattice pylons in the middle distance. Overall. it is assessed that the magnitude of change would not exceed Very Low in the context of the frequently changing, transient, and extensive views that would be sustained by these Receptors.			
		Operation Year 1	Views in which the upper part of the operational main building at the EFW CHP Facility, the chimneys and, on rare occasions the visible plume, would potentially be visible, would be confined to the more distant, but more visually open central and southern subsections of B1101. These components would always be relatively small-scale elements seen in same angle of view as the closer 45-48m high 400kV steel lattice pylons. All lower and ground level components would be screened by the coalescence of intervening tree cover. It is possible that along some short-lived subsections Receptors might consider that they were briefly sustaining a low magnitude of change, but overwhelmingly they would sustain Very Low magnitude of change or no change.	Very Low	Adverse and long term	Negligible – **Not Significant**
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
B1165 Whaplode Fen - Newton	Medium	Construction	The twisted route of the B1165 traverses the flat, arable fields of the north-western quadrant of the	Very Low	Adverse and short term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Study Area. Its southern terminus at junction with A1101 east of Newton is ~5.8km north of the EfW CHP Facility Site. **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** show that when travelling along nearly all sections of B1165, Receptors could have some views of the upper-most construction and crane activities towards the end of the construction phase. 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 are available the construction activities would be minor visual elements that would be often screened by vegetation cover alongside and close to the B1165. It is assessed that vehicular Receptors would sustain a Very Low magnitude of change.			
		Operation Year 1	Views in which the upper part of the operational main building at the EFW CHP Facility, the chimneys and, occasionally the visible plume, could potentially be seen, would be periodically and fleetingly available when travelling along different subsections of B1165. The factors that would minimise the visibility of these operational components and it is assessed that Receptors would sustain a Very Low magnitude of change.	Very Low	Adverse and long term	Negligible – **Not Significant**
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
B1169 Parson Drove – Leverington	Medium	Construction	The broad west-east alignment of B1169 would result in any views of the EfW CHP Facility Site being restricted to Receptors traveling eastwards i.e., towards Wisbech. Any views would be over separation distances of ~8.6km - 2.7km. **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** show that when travelling along some subsections of B1169, Receptors could have some views of the upper-most construction and crane activities towards the end of the construction phase. However, as shown 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** and **9.4ii: Composite ZTV of the main building and chimneys within LVIA Study Area (Volume 6.3)**, the way that ribbon development and some tree cover extend alongside the B1169 in Parson Drove, Church End and Leverington Common results in the detailed composite ZTV being very fragmented. Hence any views of the upper-most construction and crane activities would be glimpsed. These activities would be screened by roadside, built development for the eastern-most 2km of the journey after Receptors' vehicles had entered Leverington. The magnitude of change would vary between No Change and Very Low.	Very Low	Adverse and short term	Negligible – **Not Significant**
		Operation Year 1	Similar situation would occur during the operational phase with limited glimpsed views of the upper-most sections of the main building, chimneys and on rare	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			occasions the visible plume, at the operational EfW CHP Facility seen above a narrow section of south-eastern horizon. The photomontage visualisation from nearby Viewpoint 12 shown in **Figure 9.28: Viewpoint 12: PRoW - 'The Still' - south of Leverington (Volume 6.3)** is a worst-case scenario being located south of B1169 in Leverington i.e., it is a more open and closer view than will be available to Receptors travelling on closest section of B1169. It indicates the ease with which the relatively small-scale of the EfW CHP Facility is likely to be screened by built development and limited vegetation cover located close to B1169. The Photowire visualisation from Viewpoint 22 shown in **Figure 9.38: Viewpoint 22: PRoW in Parson Drove (Volume 6.3)** is from close to the western end of B1169 and indicates that in these more distant views the diminished scale of the EfW CHP Facility would often be screened by tree cover in the middle ground. The magnitude of change would not exceed Very Low at any location and there would often be No Change.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
B1542 – Tholomas Drove – western Wisbech	Medium	Construction	The broad west-east alignment of B1542 (High Road/Barton Road) would result in any views of the EfW CHP Facility Site being mostly restricted to Receptors traveling eastwards i.e., towards Wisbech. Any views would be over separation distances of	Very Low	Adverse and short term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			~8.1km – 1.3km. **Figures 9.4i: Composite ZTV for main building and chimneys within 5km of main building at EfW CHP Facility** and **9.4ii: Composite ZTV for main building and chimneys within LVIA Study Area (17km radius) of main building at EfW CHP (Volume 6.3)**, demonstrate the way that ribbon development and some tree cover extend alongside the B1542 in the settlements of Tholomas Drove, Bunker Hill and Wisbech St. Mary resulting in the detailed composite ZTV being fragmented, especially west of Wisbech St. Mary. Hence any views available to vehicular visual Receptors of the upper-most construction and crane activities would be glimpsed or infrequent. Views would be screened by roadside, built development for the eastern-most 1.2km of a journey once Receptors' vehicles had entered western fringe of Wisbech. The magnitude of change would vary between No Change to Very Low.			
		Operation Year 1	A similar situation would occur during the operational phase with limited glimpsed views of the upper parts of the main building, chimneys and very infrequently, the occasional visible plume at the operational EfW CHP Facility above a narrow section of eastern horizon. The photomontage visualisation from Viewpoint 15 shown in **Figure 9.31: Viewpoint 15: Eastern side of Wisbech St. Mary (Volume 6.3)** is indicative being located close to a section of the B1542 in an open location south of Wisbech St. Mary i.e., a more open view than will be available to Receptors travelling on most parts of the B1542. It	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			indicates the ease with which the EfW CHP Facility could be screened by built development and limited vegetation cover located close to B1542 with just the upper parts of the chimneys and occasional plume being visible. The magnitude of change would not exceed Very Low at any location along the B1542.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
B1187 Guyhirn – Parson Drove - Throckenholt	Medium	Construction	The route of the B1187 is broadly aligned north-south and vehicular visual Receptors travelling along its route would have a minimum separation distance of 7.7km from the EfW CHP Facility Site. **Figures 9.2ii: EfW CHP ZTV within LVIA Study Area and 9.3ii: Chimneys ZTV within LVIA Study Area (Volume 6.3)** show that when travelling along some parts of the B1187, Receptors could have oblique views of the upper-most construction and crane activities towards the end of the construction phase. The ZTV is fragmented, especially when it passes through settlements like Murrow and Parson Grove where roadside, built development and vegetation will screen Receptors' potential eastern views. The magnitude of change would vary between No Change and Very Low.	Very Low	Adverse and short term	Negligible – **Not Significant**
		Operation Year 1	The Photowire visualisation from Viewpoint 22 shown in **Figure 9.38: Viewpoint 22: PRoW in Parson**	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Drove (Volume 6.3) is from close to a subsection of B1187. Review indicates that in any open eastern transient views available to vehicular visual Receptors, the diminished scale of the EfW CHP Facility would be frequently screened by intervening middle ground tree cover. Views of just the chimneys and the occasional visible plume would be infrequent and they would be minor visual components in Receptors' transient oblique views. The magnitude of change would not exceed Very Low at any location along the B1197.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Very Low	Adverse and long term	Negligible – **Not Significant**
Cox's Lane/Mile Tree Lane	Medium	Construction	These are minor roads link the B1542 and North Brink to the north-west of the EfW CHP Facility Site. 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, Receptors would have no views of ground, lower- and middle level construction activities due to extensive screening provided by the large scale, intervening buildings close to B198 including the Tesco superstore. Any views of the upper construction activities and crane activities towards the end of the construction phase would be heavily filtered by the	Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			rows of roadside trees on Mile Tree Lane and tall hedgerow alongside Cox's Lane. The magnitude of change would not exceed Low, even in winter months.			
		Operation Year 1	The visual baseline would result in only the upper parts of the main building (the boiler house) and the chimneys being potentially visible above the rooflines of the extensive intervening industrial and commercial built development. An indication of their potential, highly limited, visual role is provided by reference to the Photowire visualisation from Viewpoint 3 in **Figure 9.19: Viewpoint 3: North Brink south of Mile Tree Lane (Volume 6.3)** which is located at the south-eastern i.e., closest, end of Mile Tree Lane. Only the top of the chimneys can be seen, although the occasional visible plume would also be seen infrequently and temporarily when meteorological conditions are favourable during daytime. Even accounting for the occasional presence of the visible plume under its maximum potential parameters, the magnitude of change would continue to not exceed Low even in winter months.	Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase as none of the tree and wet woodland planting within the EfW CHP Facility Site could alter the appearance of any of the tallest components in these Receptors' views even when mature.	Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Lords Lane/Bevis Lane	Medium	Construction	These are minor roads link the B1542 and North Brink to the west and south-west of the EfW CHP Facility. When they are at the south-eastern ends of these roads, vehicular visual 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. Receptors would have no views of ground, lower- and middle level construction activities due to extensive screening provided by the intervening cumulative tree cover, including extensive orchards, augmented by built development. Any views of the upper construction activities and crane activities towards the end of the construction phase would be heavily filtered by the high level of tree cover alongside and close to these roads which pass through locally characteristic orchards. The magnitude of change would not exceed Very Low even in winter months.	Very Low	Adverse and short term	Negligible – **Not Significant**
		Operation Year 1	The visual baseline, primarily the high level of tree cover, would minimise the availability of any views of even the chimneys to vehicular visual Receptors travelling in south-east bound vehicles. There could be infrequent glimpsed views of the middle and upper parts of the southern elevation of the operational EfW CHP Facility. The photomontage visualisation from Bevis Lane at Viewpoint 15 shown in **Figure 9.31: Viewpoint 15: Eastern side of Wisbech St. Mary (Volume 6.3)** indicates the role of intervening trees in screening views of the EfW CHP facility main building	Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			with the upper parts of the chimneys and occasional plume being visible. The magnitude of change would never exceed Low and would generally be Very Low or No Change even considering the occasional presence of the visible plume under its maximum potential parameters.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase the maturation of the tree and wet woodland planting in the southern part of the EfW CHP Facility Site would not alter the appearance of the middle and upper parts of the southern elevation of the EfW CHP Facility in these Receptors' views.	Low	Adverse and long term	Minor – **Not Significant**
North Brink - Bevis Lane to Barton Road (B1542)	Medium	Construction	Vehicular visual Receptors in vehicles travelling in either direction along this 3.4km long section of North Brink have the potential for mostly oblique views of the upper-most construction and crane activities towards the end of the construction phase. These transient views would be over separation distances of between 2km and ~600m. Intervening built development, and to a lesser degree vegetation, would screen any potential views of ground, lower- and middle- level construction activities including night-time lighting and construction traffic using the western section of New Bridge Lane. The visibility of the upper-level construction and crane activities towards the end of the construction phase would vary considerably; at the northern subsection of this short	Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			route they would extend above a narrow section of horizon formed by the roofs of properties in the recent housing development off Ellerby Close; whilst in the middle subsection these activities would be likely to be fully screened by the intervening Tesco superstore and the Knowles Transport, Storage and Logistics facility. The magnitude of change would be up to Low and often No Change.			
		Operation Year 1	A similar range of variations to the construction phase would apply to the different subsections of this route with associated variations in the proportion of the upper part of the EfW CHP Facility and its chimneys that would be visible to these vehicular visual Receptors. An example of the highest proportion of elements visible is provided in the photomontage visualisation from Viewpoint 7 shown in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery (Volume 6.3)** from the subsection of North Brink close to Elgood's Brewery. Along this subsection, Receptors travelling in southbound vehicles would briefly have views of the boiler house and the tops of the bag filter houses as well as the chimneys and the occasional visible plume, although these elements would be seen in an urbanised visual context. An example of minimal visibility is provided in the Photowire visualisation from Viewpoint 3 shown in **Figure 9.19: Viewpoint 3: North Brink south of Mile Tree Lane (Volume 6.3)** from the subsection of North Brink closest to the EfW CHP Facility at the end of Mile Tree Lane. As assessed for the construction	Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			phase, the magnitude of change would be up to Low (e.g., subsection close to Viewpoint 7), even considering the occasional presence of the visible plume under its maximum potential parameters and would generally be Very Low or No Change.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase.	Low	Adverse and long term	Minor – **Not Significant**
Redmoor Lane	Medium	Construction	Redmoor Lane is a minor road that links Begdale with the A47/B198 at the major traffic island where it is ~700m from the southern boundary of the EfW CHP Facility Site. Redmoor Lane is ~1.5km long and people travelling in north-west (Wisbech) bound vehicles would possess open views towards the EfW CHP Facility and the temporary construction compound, although these views are intermittently filtered or screened by adjacent orchards, built development and vegetation as well as the intervening vegetation alongside A47. These elements will cumulatively largely screen Receptors' views of the ground and some lower-level construction activities including a proportion of night-time lighting. From the much more limited open sections of the route e.g. the southern end closer to Begdale, middle and upper construction activities and most crane activities would be more readily visible. They will be seen in very transient views and in the context of the traffic movement on the A47; the Cold Store and other built development on the southern	Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			edge of Wisbech, various wooden poles and the 45-48m high steel lattice pylons. It is assessed that these factors would ensure that the magnitude of change would be no more than Low.			
		Operation Year 1	Indications of the visual role of the southern elevation of the operational EfW CHP Facility are provided by the photomontage visualisations from Viewpoints 5 and 9 which are close to the north-western and south-eastern end of the Lane, although it should be emphasised that these views are much less restricted than typical views that would be experienced from Redmoor Lane. These are shown in **Figures 9.21: Viewpoint 5: A47 east of roundabout junction with the B198** and **9 25: Viewpoint 9: NCR 63 Begdale Road Between Elm and Begdale (Volume 6.3)**. In contrast to the higher magnitudes of change experienced in more direct and open views from sections of the A47, B198 and also less restricted oblique views from Begdale Road, the magnitude of change experienced by users of Redmoor Lane would remain Low.	Low	Adverse and long term	Minor – **Not Significant**
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase as the maturation of the tree and wet woodland planting in the southern part of EfW CHP Facility Site would not alter the appearance of the middle and upper parts of the southern elevation in these Receptors' views. A minor change could evolve if the 'South Wisbech	Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Broad Location for Growth' in the Adopted Fenland Local Plan 2014 is developed in the area north of A47. New larger scale light industrial and commercial development could be introduced that could reduce the overall visual role of the EfW CHP Facility in Receptors' views and increase screening of the ground and lower-level components.			
Redmoor Bank and Belt Drove	Medium	Construction	These minor roads are routed southwards across open arable areas south of Begdale. The small 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 would be seen within extensive views of closer built development in Begdale and in the context of other built development as well as a northern horizon with a relatively high level of tree cover. It is assessed that these factors would ensure that the magnitude of change would be Very Low.	Very Low	Adverse and short term	Negligible – **Not Significant**
		Operation Year 1	The present visibility and visual role of the Cold Store provides a good indication of the limited visual role that the upper part and chimneys at EfW CHP Facility would intermittently generate in the views of Receptors in north-bound vehicles. Observations from site visits lead to the assessment of an infrequent Low magnitude of change on parts of the route where more open views are briefly available,	Very Low	Adverse and long term	Negligible – **Not Significant**

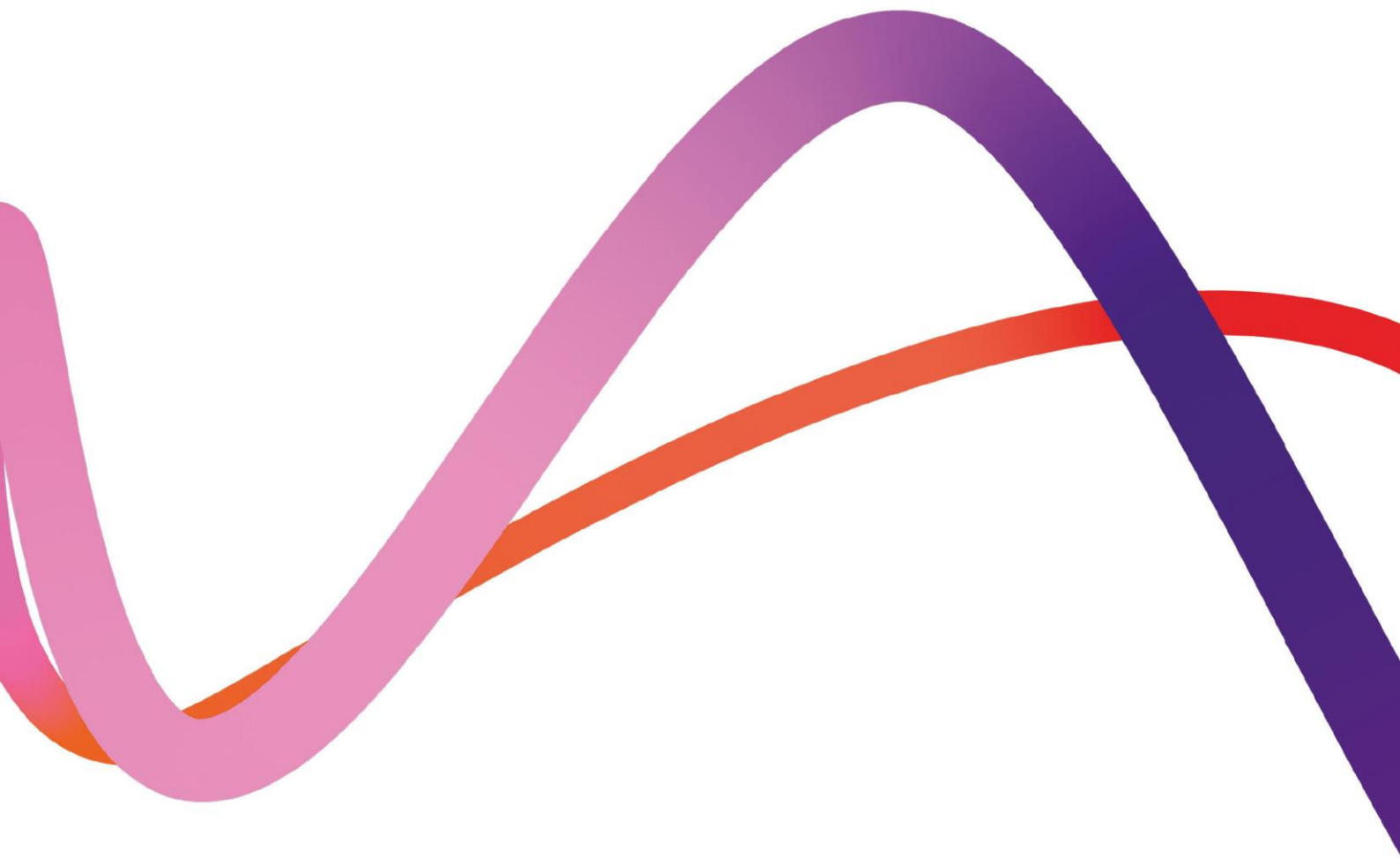
Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			but overall a Very Low magnitude of change is assessed in north-bound Receptors' short-lived, transient views, many of which contain close distance views of the steel lattice pylons supporting the transmission line that crosses these roads.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase as the maturation of the tree and wet woodland planting in the southern part of EfW CHP Facility Site could not alter the appearance of the middle and upper parts of the southern elevation of the EfW CHP Facility in these Receptors' views.	Very Low	Adverse and long term	Negligible – **Not Significant**
Begdale Road	Medium	Construction	This 1.6km long, minor road links Begdale and Elm. The eastern-most 700m subsection in Elm is lined with ribbon development that provides high levels of screening as demonstrated by review of **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 (Volume 6.3).** When travelling along the remaining ~900m of Begdale Road, vehicular visual Receptors would have oblique views towards the middle and upper construction and crane activities over a minimum separation distance of 1.3km. The closest views would be across the Wisbech solar farm and have steel lattice pylons located nearby. In this visual context the magnitude of change is assessed as varying between Low and Medium and the resulting	Medium	Adverse and short term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			effect would be Not Significant due to the fleeting nature of the oblique views.			
		Operation Year 1	The photomontage visualisation from Viewpoint 9 in **Figure 9.25: Viewpoint 9: NCR 63 Begdale Road Between Elm and Begdale (Volume 6.3)** is on Begdale Road. The **Viewpoint Assessment Appendix 9I (Volume 6.4)** concludes that the magnitude of change at the viewpoint would be Medium. However, this assessment would not apply to the views available to Receptors travelling along a good proportion of Begdale Road. These views would be screened by properties in western Elm along the eastern 700m long subsection, whilst along the subsection between Viewpoint 9 and the edge of Elm, the EfW CHP Facility, except its upper boiler house section and chimneys and the occasional visible plume, would be screened by the nearby, 33m high Cold Store. It is assessed that the magnitude of change would range between Low and Medium and the resulting effect would be Not Significant due to the fleeting nature of the oblique views.	Medium	Adverse and long term	Moderate – **Not Significant**
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase as the maturation of the tree and wet woodland planting in the southern part of EfW CHP Facility Site would not be able to screen the middle and upper part of the EfW CHP Facility's southern elevation in these Receptors' views. A minor change could evolve if the	Low	Adverse and long term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			'South Wisbech Broad Location for Growth' in the Adopted Fenland Local Plan 2014 is developed in the area north of A47. New larger scale light industrial and commercial development could be introduced that would spatially and visually extend the existing industrial estate which could reduce the visual role of the EfW CHP Facility in Receptors' views.			
New Bridge Lane south of A47	N/A	Construction	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 alongside A47 (assessed in **Appendix 9J: Visual Assessment Tables**). It is also gated at its southern end at Begdale Road with no entry signs. As it is not a PRoW, it is reasonable to assume that this section of New Bridge Lane is not used by any vehicular Receptors apart from the short access spur from the A47 to the New Bridge Lane Caravan Park. As such the assessment must conclude that there would be no effect.	No Change	Not Applicable	No Effect
		Operation Year 1	As above	No Change	Not Applicable	No Effect
		Operation Year 15	As above – it is assumed that the baseline inaccessibility will apply throughout the operational phase.	No Change	Not Applicable	No Effect

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Wales Bank	Medium	Construction	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. The composite ZTV in **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 (Volume 6.3)** indicates that views would potentially be available to Receptors in westbound vehicles along approximately half of Wales Bank. Site visits making visual reference to the Cold Store 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 from the route. In occasional views where there are breaks in the roadside planting the lower construction activities would be screened by intervening vegetation leaving just fleeting glimpses of the short-lived upper-most construction and crane activities towards the end of the construction phase. In this visual context the magnitude of change is assessed as varying between Very Low and No Change along the short journey.	Very Low	Adverse and short term	Negligible – **Not Significant**
		Operation Year 1	The fleeting availability of relatively open views would remain the primary determinant throughout the operation phase, especially in winter months. The only visible components at the operational EfW CHP Facility in the briefly available, transient views would be the upper part of the main building, the chimneys	Very Low	Adverse and long term	Negligible – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			and the occasional visible plume. In these views the closer steel lattice pylons are already established vertical elements performing a similar visual role to that of the proposed chimneys. In these circumstances the magnitude of change would remain Very Low.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply at Year 15 and throughout the operation phase as the maturation of the tree and wet woodland planting in the southern part of the EFW CHP Facility Site could not alter the intermittent appearance of the middle and upper parts of the main building and chimneys in these Receptors' views.	Very Low	Adverse and long term	Negligible – **Not Significant**



Medworth Energy from Waste
Combined Heat and Power Facility

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Environmental Statement Chapter 9 Landscape and Visual Appendix 9K Residential Visual Amenity Assessment

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

We inspire with energy.

Appendix 9K
Residential Visual Amenity Assessment

Executive Summary

The RVAA is a bespoke and proportionate assessment that accords with guidelines and established best practice. It utilises the results of the visual assessment in the ES and **Appendix 9J: Visual Assessment Table (Volume 6.4)**, augmented by more detailed site and desktop analysis to review the potential for the operation of the EFW CHP Facility to breach the RVAT and ascertain if it has the potential to be legitimately considered to be '*overwhelming/overbearing*' or '*overly intrusive*' and to '*potentially affects living conditions'* at any of the limited number of residential properties that are sited within the surrounding area.

The methodology and approach adopted follows best practice guidance set out in the Landscape Institute Technical Information Note[2]. A RVAA Study Area extends for 500m from the boundary of the main building at the EfW CHP Facility and includes six individual residential properties and two groups of properties as follows:

- Rose Bungalow, New Bridge Lane;
- 9 New Bridge Lane;
- 10 New Bridge Lane;
- Potty Plants Nursery, New Bridge Lane;
- The Chalet, New Drove;
- Iolanda Bungalow and Kennels, Cromwell Road;
- Group of southern properties on New Drove; and
- Group of southern properties on Cox Close and Ellerby Drive.

Residents at two properties (9 and 10 New Bridge Lane) are assessed as sustaining Significant adverse visual effects during the operation of the proposed EfW CHP Facility. Other properties are sited too far away from the proposed EfW CHP Facility and/or benefit from high levels of screening and/or are aligned so that their residents' views are directed away from the proposed EfW CHP Facility and its chimneys. The two closest properties sited off New Bridge Lane have the greatest potential for the main building and the chimneys to be considered as overwhelming or overbearing due to their proximity and, in the case of 10 New Bridge Lane, due to the relative absence of boundary or intervening screening elements at the commencement of the operation phase. At neither property is there any potential for the property to be considered as being surrounded by the Proposed Development.

The detailed analysis facilitated by the information in the proformas results in the RVAA concluding that the RVAT would not be breached at 9 and New Bridge Lane. Both properties are in locations where their immediate surroundings have become strongly characterised by the extension of the light industrial and commercial development on the southern edge of Wisbech Industrial Estate over recent decades. Although 9 New Bridge Lane is closer to the EfW CHP Facility, it benefits from well-established and effective boundary planting and fencing and the close positioning of other industrial units that provide a good level of

screening. These factors ensure that there is reduced potential for its residents' living conditions to be potentially affected.

10 New Bridge Lane has a more open location, especially following the proposed felling of a good proportion of the mature poplars and understorey scrub to the property's north at the start of the construction phase. Their removal will emphasise the visual role of the scale, height, and mass of the southern elevation of main and ancillary buildings at the EfW CHP Facility Site and the prominence of the closer vehicle holding area and main entrance. This situation will be partly ameliorated with the gradual establishment of mitigation landscape planting including a belt and a block of woodland close to the southern boundary of the EfW CHP Facility Site. The retention of existing likely principal views to the south and relatively open views to the east of this property leads to the conclusion that the RVAT would not be breached.

Contents

1. Introduction

1.1 Background

1.1.1 Medworth CHP Limited (the Applicant) is applying to the Secretary of State for a Development Consent Order (DCO) to construct operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Water Connections, and Temporary Construction Compound (TCC), these works are the Proposed Development.

1.1.2 The Proposed Development would recover useful energy in the form of electricity and steam from over half a million tonnes of non-recyclable (residual), non-hazardous municipal, commercial and industrial waste each year. The Proposed Development has a generating capacity of over 50 megawatts and the electricity would be exported to the grid. The Proposed Development would also have the capability to export steam and electricity to users on the surrounding industrial estate.

1.1.3 The Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act. PINS will examine the application for the Proposed Development and make a recommendation to the Secretary of State (SoS) for Business, Energy and Industrial Strategy (BEIS) to grant or refuse consent. On receipt of the report and recommendation from PINS, the SoS will then make the final decision on whether to grant the Medworth EfW CHP Facility DCO.

1.2 The Applicant and the project team

1.2.1 The Applicant is a wholly owned subsidiary of MVV Environment Limited (MVV). MVV is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing approx. 6,500 people with assets of around €5 billion and annual sales of around €4.1 billion. The Proposed Development represents an investment of approximately £450m.

1.2.2 The company has over 50 years' experience in constructing, operating, and maintaining EfW CHP facilities in Germany and the UK. MVV Energie's portfolio includes a 700,000 tonnes per annum residual EfW CHP facility in Mannheim, Germany.

1.2.3 MVV Energie has a growth strategy to be carbon neutral by 2040 and thereafter carbon negative, i.e., climate positive. Specifically, MVV Energie intends to:

- reduce its direct carbon dioxide (CO_2) emissions by over 80% by 2030 compared to 2018;
- reduce its indirect CO_2 emissions by 82% compared to 2018;

- be climate neutral by 2040; and
- be climate positive from 2040.

1.2.4 MVV's UK business retains the overall group ethos of 'belonging' to the communities it serves whilst benefitting from over 50 years' experience gained by its German sister companies.

1.2.5 MVV's largest project in the UK is the Devonport EfW CHP Facility in Plymouth. Since 2015, this modern and efficient facility has been using around 265,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for Her Majesty's Naval Base Devonport in Plymouth, and exporting electricity to the grid.

1.2.6 In Dundee, MVV has taken over the existing Baldovie EfW Facility and has developed a new, modern facility alongside the existing facility. Operating from 2021, it uses up to 220,000 tonnes of municipal, commercial and industrial waste each year as fuel for the generation of usable energy.

1.2.7 Biomass is another key focus of MVV's activities in the UK market. The biomass power plant at Ridham Dock, Kent, uses up to 195,000 tonnes of waste and non-recyclable wood per year to generate green electricity and is capable of exporting heat.

1.2.8 To prepare the ES for the Proposed Development, the Applicant has engaged Wood Group UK Limited (Wood). Wood is registered with the Institute of Environmental Management and Assessment (IEMA)'s Environmental Impact Assessment (EIA) Quality Mark scheme. The scheme allows organisations that lead the co-ordination of EIAs in the UK to make a commitment to excellence in their EIA activities and have this commitment independently reviewed.

1.3 The Proposed Development

1.3.1 The Proposed Development comprises the following key elements:

- The EfW CHP Facility;
- CHP Connection;
- Temporary Construction Compound (TCC);
- Access Improvements;
- Water Connections; and
- Grid Connection.

1.3.2 A summary description of each Proposed Development element is provided below. A more detailed description is provided in **ES Chapter 3: Description of the Proposed Development (Volume 6.2)** of the ES. A list of terms and abbreviations can be found in **Chapter 1 Introduction, Appendix 1F Terms and Abbreviations (Volume 6.4)**.

- EfW CHP Facility Site: A site of approximately 5.3ha located south-west of Wisbech, located within the administrative areas of Fenland District Council and

Cambridgeshire County Council. The main buildings of the EfW CHP Facility would be located in the area to the north of the Hundred of Wisbech Internal Drainage Board (HWIDB) drain bisecting the site and would house many development elements including the tipping hall, waste bunkers, boiler house, turbine hall, air cooled condenser, air pollution control building, chimneys and administration building. The gatehouse, weighbridges, 132kV switching compound and laydown maintenance area would be located in the southern section of the EfW CHP Facility Site.

- CHP Connection: The EfW CHP Facility would be designed to allow the export of steam and electricity from the facility to surrounding business users via dedicated pipelines and private wire cables located along the disused March to Wisbech railway. The pipeline and cables would be located on a raised, steel structure.
- TCC: Located adjacent to the EfW CHP Facility Site, the compound would be used to support the construction of the Proposed Development. The compound would be in place for the duration of construction.
- Access Improvements: includes access improvements on New Bridge Lane (road widening and site access) and Algores Way (relocation of site access 20m to the south).
- Water Connections: A new water main connecting the EfW CHP Facility into the local network will run underground from the EfW CHP Facility Site along New Bridge Lane before crossing underneath the A47 (open cut trenching or horizontal directional drilling (HDD)) to join an existing Anglian Water main. An additional foul sewer connection is required to an existing pumping station operated by Anglian Water located to the northeast of the Algores Way site entrance and into the EfW CHP Facility Site.
- Grid Connection: This comprises a 132kV electrical connection using underground cables. The Grid Connection route begins at the 132kV switching compound in the EfW CHP Facility Site and runs underneath New Bridge Lane, before heading north within the verge of the A47 to the Walsoken Substation on Broadend Road. From this point the cable would be connected underground to the Walsoken DNO Substation.

1.4 Purpose of this appendix

1.4.1 This appendix sets out the methodology and results of the Residential Visual Amenity Assessment (RVAA) undertaken by Wood to inform the Landscape and Visual Impact Assessment (LVIA) for the proposed Medworth Energy from Waste (EfW) Combined Heat and Power (CHP) Facility (EfW CHP Facility). It responds to requests made in the scoping response and by LVIA consultants acting for Cambridgeshire County Council (CCC) and Fenland District Council (FDC) during consultations in 2020 as summarised in **Appendix 9A: Consultation Response Summaries (Volume 6.4)**. These responses were that the LVIA be supplemented by a RVAA to be undertaken for the residential developments that are closest to the EfW CHP Facility Site. The RVAA's methodology and scope received no adverse comments in the PIER responses provided in 2021.

1.5 Background to RVAA

1.5.1 The purpose of residential visual amenity assessment is to consider how the change in view arising from the operation of the EfW CHP Facility would impact upon the residential visual amenity of nearby properties and whether the impacts identified could affect living conditions at these properties. RVAA is a stage beyond the visual assessment that has been undertaken in **Appendix 9J: Visual Assessment Table (Volume 6.4)** and summarised in **Section 9.9** in the main LVIA chapter of the ES. RVAA focuses exclusively upon private views and private visual amenity as experienced at residential properties.

1.5.2 The term 'visual amenity' is defined in paragraph 2.20 of Guidelines for Landscape and Visual Impact Assessment, Third Edition[1] (GLVIA3) as "… *the overall pleasantness of the views they (people) enjoy from their surroundings*." In paragraph 6.17 GLVIA3 subsequently summarises the distinction between visual assessment and RVAA as being:

"Effects of development on private property are frequently dealt with mainly through 'residential amenity assessments.' These are separate from LVIA although visual effects assessment may sometimes be carried out as part of a residential amenity assessment, in which case this will supplement and form part of the normal LVIA for a project. Some of the principles set out (in GLVIA3) for dealing with visual effects may help in such assessments, but there are specific requirements in residential amenity assessment."

1.5.3 In the Landscape Institute's Technical Information Note on Residential Visual Amenity Assessment[2] residential visual amenity is defined as "*the overall quality, experience and nature of views and outlook available to occupants of residential properties, including views from gardens and domestic curtilage*". It is important to differentiate residential visual amenity from the broader concept of residential amenity to which it can contribute, along with other considerations that may include light pollution, noise, vibration, and air quality impacts. Together these effects are considered by the decision-maker as part of the 'planning balance'.

1.5.4 In respect of private views and visual amenity, it is widely accepted that no one has 'a right to a view.' This includes situations where a residential property's outlook and its residents' visual amenity is judged to be 'significantly' affected by the presence and operation of a proposed development. It is not uncommon for significant adverse effects on views and visual amenity to be experienced by people at their place of residence due to the introduction of a large-scale development into the landscape or townscape. In itself, an assessment of a significant visual effect or effects does not necessarily cause particular planning concern. The visual assessment summarised in **Section 9.9** of the ES and detailed in **Appendix 9J: Visual Assessment Table (Volume 6.4)** concludes that during the operation phase of the EfW CHP Facility, significant adverse visual effects would be likely or certain to be sustained by residents in two individual residential properties (9 and 10 New Bridge Lane) but in no communities. However, there can be situations where the

[1] [1] 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
[2] The Landscape Institute (2018). *Technical Information Note -2/2019. – Residential Visual Amenity Assessment.* London. Landscape Institute

effect on the outlook/visual amenity of a residential property would be so great that it is not generally considered to be in the public interest to permit such conditions to occur where they did not exist before.

1.5.5 Since the emergence in the early 2000s of the need to sometimes consider residential visual amenity in the assessment process, RVAA has most frequently been utilised for wind energy development proposals. However, the principles can be applied to other large-scale developments such as the EfW CHP Facility with the design parameters proposed under this application. The Landscape Institute Technical Information Note[2] states that the purpose of an RVAA is to provide an informed answer as to whether the effect of a proposed development on residential visual amenity would be "*of such a nature and/or magnitude that it potentially affects living conditions*".

1.5.6 This question is referred to as the Residential Visual Amenity Threshold (RVAT) which remains a constant regardless of the type and nature of a proposed development. One definition of the point at which the RVAT is breached is when the effects of a proposed development on the 'private interest' is so great that it becomes a matter of 'public interest'. The Landscape Institute Technical Information Note[2] states that different types of proposed development would potentially have different means of contributing to the potential exceedance of the RVAT. It suggests that for tall structures, such as the chimneys at the EfW CHP Facility, "*one might use terms such as 'overwhelming/overbearing' or 'overly intrusive' for a development overlooking a garden or principal room*". Paragraph 6.36 of GLVIA3[1] provides a further definition of what constitutes a 'principal room'. This is "*rooms normally occupied in waking or daylight hours*".

2. Methodology

2.1 Overview

2.1.1 The methodology set out in the Landscape Institute Technical Information Note[2] recommends that an RVAA is composed of four steps:

- Step 1 – Definition of RVAA Study Area and scope;
- Step 2 – Evaluation of baseline visual amenity;
- Step 3 – Assessment of the likely change to the baseline visual amenity of properties; and
- Step 4 – Forming the RVAA judgement.

2.2 RVAA Study Area and scope

2.2.1 Paragraph 4.5 in the Landscape Institute Technical Information Note[2] advises that the number of properties included in an RVAA, and by implication its spatial scope, "*should be proportionate to the proposed development … having regard to the landscape and visual context*." The Technical Information Note[2] advises against the adoption of disproportionately extensive RVAA Study Areas. It suggests that for very large but lower profile (height) developments such as housing, the RVAA should only extend to a maximum of 250m whilst, for overhead transmission lines 150m is a suitable maximum. The Technical Information Note[2] also recommends that properties with similar outlooks and views can be combined as a group in the RVAA.

2.2.2 The scope of the RVAA was determined following review of the desktop and site surveys (see **Section 9.4**), the visual baseline (see **Section 9.5**) and the townscape characterisation assessment (see **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)**). The key considerations are the maximum heights of the chimneys (90m) and the main building of the EfW CHP Facility (52m), and the townscape context of southern Wisbech. The construction of the Underground Grid Connection (UGC) has been scoped out of the RVAA because it could make no contribution to residential visual amenity at properties close to the EfW CHP Facility Site in the operation phase. Following review of the route of the CHP Connection in **Figure 3.2: Project Components (Volume 6.3),** the description in **Chapter 3 (Volume 6.2)**, and its role in the visual assessment in **Appendix 9J: Visual Assessment Table (Volume 6.4)**, it is assessed that its operation would make no contribution to residential visual amenity at any properties, including those located within 500m of the main building at the EfW CHP Facility.

2.2.3 As noted in **Appendix 9D: Townscape Characterisation Baseline Study (Volume 6.4)**, an extensive range of commercial, retail, and light industrial development that has been introduced in the vicinity of the EfW CHP Facility Site in the past thirty years with a commensurate relative paucity of either new or long-established residential development. This information allied with:

- A detailed analysis of Address Plus data for 750m radius around the EfW CHP Facility Site;
- A review of photomontage and Photowire visualisations from key viewpoints; and
- The results of the visual assessment for the closest residential properties summarised in **Table 9K.1.**

2.2.4 The outcome was the selection of an RVAA Study Area that extends for 500m from the boundary of the main building at the EfW CHP Facility. This RVAA Study Area is shown on **Figure 2.1** of this appendix.

2.2.5 The RVAA Study Area includes six individual residential properties and two groups of properties whose locations are shown on **Figure 2.1** of this appendix. These are:

- Rose Bungalow, New Bridge Lane;
- 9 New Bridge Lane;
- 10 New Bridge Lane;
- Potty Plants, New Bridge Lane;
- The Chalet, New Drove;
- Iolanda Bungalow and Kennels, Cromwell Road;
- Group of southern properties on New Drove; and
- Group of southern properties on Cox Close and Ellerby Drive.

2.2.6 Based upon desktop and site surveys, it was concluded that the caravans located in the two caravan parks to the south of the A47 (New Bridge Lane Caravan Park and Railway Lane/Oakdale Place) should be excluded. This is justified by the sense of separation provided by the A47, and the high degree of screening on their northern boundary alongside the A47. The four caravans located to the immediate south of Rose Cottage are included in the RVAA for this property[3].

2.2.7 The next three stages of the RVAA for each property or group of properties are set out in individual RVAA proformas that are contained in **Section 3** of this appendix as **Table 9K.2 – 9K.9**. The proforma sets out the following initial baseline information:

- Summary description of property type, age and height;
- Grid reference of the property or property group;
- Minimum separation distance from the closest boundary of the main building at the EfW CHP Facility;
- Minimum separation distance to the chimneys at the EfW CHP Facility;

[3] The residents at the property at southern end of B198, Cromwell Road are assessed as sustaining significant effects in Appendix 9J. However as the magnitude of change is assessed as 'Medium' over a minimum separation distance of 700m from the southern elevation of the main building and chimneys at the EfW CHP Facility, it was determined that there would be no potential for the effects upon this property to breach the Residential Visual Amenity Threshold in the visual and landscape/townscape context of the surrounding area.

- Orientation of the property's frontage; and
- Direction of view to the chimneys at the EfW CHP Facility.

2.3 Baseline visual amenity

2.3.1 The proforma describes the baseline visual amenity of the residential property in terms of pertinent attributes of each property's layout, access and curtilage including garden layout; the presence of patios or conservatories; outbuildings and garages; distribution of windows and doors in elevations; and access arrangements.

2.3.2 Separately the proforma provides a succinct description of the existing views available to the property's residents. This description notes the directions of likely principal views; availability of built and vegetative screening elements, especially in the direction of views towards the main building and chimneys at the EfW CHP Facility; the main components in views and their condition; and any potential seasonal variations.

2.4 Visual amenity changes at included residential properties

2.4.1 The Landscape Institute Technical Information Note[2] recommends that the third step in the RVAA assesses the magnitude and significance of likely visual effects at the included properties. This is provided by a review the results of the visual assessment for these residential properties as reported in **Section 9.9** in the LVIA. This review is provided in **Section 3** of this Appendix and **Tables 9K.2 to 9K.9.**

Table 9K.1 Assessment of visual effects (from Appendix 9J: Visual Assessment Table (Volume 6.4))

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Residential Properties within 500m of the main building at the EfW CHP Facility Receptor Sensitivity: Value and Susceptibility are assessed as High unless otherwise stated.						
Rose Bungalow, New Bridge Lane	High	Construction	The screening provided by the intervening light industrial units in the Wisbech Industrial Estate centred on Algores Way to the north of New Bridge Lane, principally the ~10m high DHL unit, would screen any potential views of the construction activities for the main building at the EfW CHP Facility, the CHP Connection, and the activities in the TCC. Residents would have limited framed views of the construction of the crossing over the disused March to Wisbech Railway. Also, in views from the frontage of the Bungalow and windows in northern and eastern elevations, residents would be likely to see the periodic crane activities, especially activities of the three 75m high box cranes (and for a short duration, the crane to erect the chimneys which will eventually extend to 95m). Residents would also have views of some of the small-scale, highways improvement schemes required for New Bridge Lane to facilitate construction and operational phase access. The most consistent visual impact throughout much of the 36 months long construction phase would be the increase in traffic movement along the western section of New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site. It is likely that, with the possible exception of the crane activities, none of these construction phase activities will be visible to	Low (Bungalow residents) and Very Low (Caravans' residents)	Adverse and short term	Moderate and Minor - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			residents in the well-enclosed and screened caravans.			
		Operation Year 1	The upper part of the boiler house at the main building at the EfW CHP Facility will be prominent above a section of the large intervening DHL building in the fore- and middle ground in views from north and east facing windows, and when residents use the gravel frontage area and driveway. The chimneys will likewise be a prominent element in these views over a separation distance of at least 370m. In contrast residents' views from ground level windows and exterior locations are predicted to be almost entirely screened by the conifer hedge and, for residents living in the caravans, by the 50m long, two storey high industrial building alongside this property. The only relatively open north-eastern views available to residents in which the upper part of the main building at the EfW CHP Facility and its chimneys will be prominent visual elements would be from the east-facing dormer window. The **Outline Lighting Strategy set out in Appendix 3A (Volume 6.4)** shows that operational phase lighting would be restricted to ground and some low-level components. Residents would consequently be unlikely to experience changes compared with baseline night-time views. The prominence of the chimneys would be emphasised when the visible plume is present, however this situation would only arise under specific meteorological conditions and the plume would be visible only very infrequently, especially during daylight hours.	Low (Bungalow residents) and Very Low (Caravans' residents)	Adverse and long term	Moderate and Minor - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			The increase in traffic movement along New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site would be visible from the gravel curtilage of the bungalow and in direct views from the front of the property facing northeast onto New Bridge Lane with narrow oblique views from the elevation of the bungalow facing southeast. Given the high level of different types of screening and the industrial/commercial baseline visual context, it is assessed that the magnitude of visual change would be low for residents in Rose Bungalow and very low for residents in the four caravans. There would be a Moderate level of effect for Rose Bungalow's residents, although this would be Not Significant as the changes would apply to only a small proportion of the residents' views and these views would not be fundamentally changed even when the plume could be visible at its maximum potential height and length, and a Minor level of effect for the Caravan's residents that would be Not Significant.			
		Operation Year 15	The situation set out in the rationale for Operation Year 1 would not alter by Operation Year 15 as the maturing tree and wet woodland planting in the southern part of the EfW CHP Facility Site would not be tall enough to provide any screening of the upper part of the boiler house or the chimneys.	Low (Bungalow residents) and Very Low (Caravans' residents)	Adverse and long term	Moderate and Minor - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
No.9, New Bridge Lane	High	Construction	The combination of fencing and dense coniferous boundary hedgerows up to 5m high severely restricts residents' outward views in all directions from ground floor windows and their curtilage. The property's residents would have potential close distance views of the disused March to Wisbech Railway crossing improvements to the south-east although such views would be restricted to the few first floor windows in southern and eastern elevations. The removal of western part of the existing group of mature deciduous trees on the southern edge of the EfW CHP Facility Site would reduce the filtering of the residents' elevated eastern views, thereby potentially increasing the prominence of the 33m high Lineage Logistics Cold Store (the 'Cold Store') in these views. For the construction activities within the EfW CHP Facility Site, residents' views would be restricted to first floor windows in the property's northern and eastern elevations. The 2.4m high construction compound fence and the temporary soil bund in the closest south-western corner of the TCC (See **Figure 3.14 (Volume 6.3)**) would be screened by the existing property boundary hedgerows. These hedgerows would also screen all ground level activities in the nearby pre-assembly area and storage area as well as the main earthworks and ground level construction activities at the main building of the EfW CHP Facility a minimum of 130m to the north-east. Activities in the pre-assembly and storage areas would be visible in views from the two first-floor windows in the eastern gable end elevation. Likewise, the construction activities at the main building of the EfW CHP Facility would be visible above and through intervening	High	Adverse and short term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			broken tree cover and the adjacent blue, corrugated metal-clad, 8m high industrial shed for residents looking out from any first-floor windows in the property's northern elevation. The periodic crane activities would be potentially prominent in northern and north-eastern views. The 75m high box cranes could be temporarily dominant visual elements, as would be the very short-term 95m high crane required to top off the chimneys. The most consistent visual impact throughout much of the 36 months long construction phase would be the increase in traffic movement along the western section of New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site. These views would be partly screened in places by a proposed 3m tall boundary fence closer to the dwelling along the southern edge of the property curtilage. Overall, the combination of different construction activities would be likely to result in a magnitude of change that would vary between Medium and High magnitudes of change with a resultant Major level of effect that would be Significant.			
		Operation Year 1	Assuming retention of the dense 2-5m high coniferous hedgerows around the key eastern and northern boundaries of the property, residents would continue to have no views of the ground and lower-level components and activities within the operational EfW CHP Facility Site from ground floor windows or within the property's curtilage. There would nevertheless be views of the upper third/quarter of the 52m high boiler house as well as the upper two thirds of the chimneys	High	Adverse and long term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			from ground level locations. A much greater proportion of the chimneys and the southern and western elevations of the EfW CHP Facility would be visible in residents' direct views from first floor, north-facing windows and oblique views from the two first-floor east-facing windows. The EfW CHP Facility would dominate the northern view, although it would be viewed in the baseline context of the existing light industrial and commercial development in the part of the Wisbech Industrial Estate off Algores Way. The EfW CHP Facility would be highly prominent in the latter oblique view, although it would be seen in the context of the direct view toward the more distant Cold Store. The height, scale, mass, and relative proximity of the main components visible within the operational EfW CHP Facility Site would result in a high magnitude of change, even though they would not be seen at all in Receptors' southern and western views. There would be likely to be some filtered views of a proportion of the closest ground and low-level lighting in southern and eastern parts of the operational EfW CHP Facility. The increase in traffic movement along New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site would be visible but partly screened in places by the proposed 3m tall boundary fence closer to the dwelling along the southern edge of the property curtilage. The prominence of the chimneys would be emphasised when the plume is visible. This situation would only arise when specific meteorological			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			conditions occur and the plume would be visible only very infrequently, especially during day light hours. There would be a resultant Major level of effect that would be Significant.			
		Operation Year 15	The situation set out in the rationale for Operation Year 1 would be unlikely to alter by Operation Year 15 as the maturing tree and wet woodland planting in the southern of the EfW CHP Facility (as shown in **Figure 3.14 (Volume 6.3)**) would not provide effective screening of the upper part of the boiler house or the chimneys in views from east or north-facing first floor windows, especially in winter months.	High	Adverse and long term	Major - **Significant**
No.10, New Bridge Lane	High	Construction	Under baseline conditions residents' northern and north-eastern views towards the existing light industrial and commercial development in Wisbech Industrial Estate off Algores Way and Boleness Road are heavily filtered by the mature group of trees and scrub close to the north of the property on the southern edge EFW CHP Facility Site. As shown in **Figure 3.14 (Volume 6.3)**, a proportion of these trees and scrub would be lost at the beginning of the construction phase to facilitate the improvements to New Bridge Lane and construct the EfW CHP Facility Site's main access. These will be on the western side of the plantation. Views of ground level activities within the EfW CHP facility Site from residents using New Bridge Lane as their access road to 10 New	High	Adverse and short term	Major – **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Bridge Lane would be screened by a solid 2.4m high fence along the southern boundary of the EfW CHP Facility Site. Within the curtilage of 10 New Bridge Lane views of lower-level construction activities including the pre-assembly area, the storage area, the Grid Connection works compound and the offices and welfare buildings as well as the main HGV access immediately opposite would be predominantly screened by the 3m high acoustic fence along the northern boundary of the property curtilage. Above these low elevation, visual elements, and over a minimum separation distance of 180m, residents would have clear views of the construction of the main building at the EfW CHP Facility. This will periodically include up to fifteen cranes, including three tower cranes measuring 75m in height, six mobile and six crawler cranes whilst to erect the chimneys a temporary crane capable of extending approximately 5m above their height above finished floor level would be required plus associated plant movement and lighting. These extensive visual changes will take place across 120° angle of view, although views from eastern and southern elevation windows and parts of the residents' rear garden would be unaffected. 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. Overall, the combination of different construction activities would result in a magnitude of change that			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			would be High with a resultant Major level of effect that would be Significant.			
		Operation Year 1	The southern elevation of the operational main building of the EfW CHP Facility would be the dominant visual element in residents' northern views from the front of the property, driveway and front garden. As well as the 90m high chimneys, the southern elevation would comprise the bag filter houses and the upper part of the 52m high boiler house. To the right-hand side of the main building of the EfW CHP Facility there would be at least partial views of the 132kV switching compound, water treatment plant and turbine hall. A proportion of the intervening area beyond New Bridge Lane would be hardstanding used for the parking and circulation of the delivery vehicles which would access and leave the Site via New Bridge Lane. All these facilities would be subject to operational and security lighting requirements as specified in **Appendix 3A: Outline Lighting Strategy (Volume 6.4)**. The increase in traffic movement along New Bridge Lane which will act as the primary HGV access and exit route from the EfW CHP Facility Site would be partly visible above the 3m high acoustic fence along the northern boundary of the property curtilage. The new tree and wet woodland planting in the southern part of the Site as shown on **Figure 3.14 (Volume 6.3)** would only provide minimal filtering of some ground level components and activities.	High	Adverse and long term	Major - **Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			Although levels of change and movement would reduce in comparison with the construction phase, the height, scale, mass, and relative proximity of the main components visible within the operational EfW CHP Facility would result in a High magnitude of change even though they would not be seen at all in Receptors' southern and eastern views. There would be a resultant Major level of effect that would be Significant.			
		Operation Year 15	The situation set out in the rationale for Operation Year 1 would be unlikely to alter by Operation Year 15 as the maturing tree and wet woodland planting in the southern part of the EfW CHP Facility (as shown in **Figure 3.14 (Volume 6.3)**) would not provide effective screening of the middle and upper-level components, especially the upper part of the boiler house and the chimneys.	High	Adverse and long term	Major - **Significant**
Potty Plants, New Bridge Lane	High	Construction	The residents' views towards the EfW CHP Facility Site are overwhelmingly oblique. These views would generally be screened by the closer 33m high Cold Store that has been dominated residents' northern and western views for over a decade. The Cold Store's presence means that only the southern part of the TCC would be visible in any north-western views that are filtered by vegetation on the property's north-western boundary. The subsequent presence of, and activities within, the pre-assembly area, the storage area, and possibly the Grid Connection works	Low	Adverse and short term	Moderate - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			compound would be relatively low elevation, small-scale elements in oblique views over a minimum separation distance of 250m. Similarly, the movement of the HGVs along the western section of New Bridge Lane over a similar separation distance would be a minor visual element in any views. The temporary offices and welfare buildings and nearly all the construction activities at the principal facilities and main building at the EfW CHP Facility Site, including most crane activities would be screened behind the Cold Store. The only exception could be construction activities at the south-western corner of the main building of the EfW CHP Facility Site visible beyond the south-western corner of the Cold Store. The construction phase would also require the installation of the underground cable for the 132kV Underground Grid Connection (UGC) which would be routed along New Bridge Lane. The installation of the potable Water Connections would require similar parallel construction activities. The UGC and water supply connection installation would require the excavation of open cut trenching along New Bridge Lane, cable laying (or pipe laying) and backfilling, or as an alternative option, an HDD launched from the orchard opposite. The former are operations would take place over a short duration and are the type of activities that are commonly seen with works in the highway and would not give rise to significant effects on their own or in combination with the main construction activities at the EfW CHP Facility Site. The latter, HDD would be further way from the property and diagonally opposite. The magnitude of change is assessed as Low, and the level of effect would be Moderate. Given the presence of the closer Cold Store that occupies			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			much of the residents' baseline views towards the EfW CHP Facility Site, the oblique nature of the views and the absence of any change in residents' south-western or south-eastern views, the level of effect is assessed to be Not Significant.			
		Operation Year 1	The same factors set out for the construction phase would apply in the operation phase, especially the oblique nature of any views and the screening provided by the Cold Store. The only built component in the southern part of the operational EfW CHP Facility Site that will be visible would be the 35m long, 10m high switching gear building. The remainder of the southern part of the operational EfW CHP Facility would consist of hardstanding used for materials storage and vehicular temporary parking and circulation, although these activities would require movement and ground and low-level lighting as specified in **Appendix 3A: Outline Lighting Strategy (Volume 6.4)**. The main building, including the boiler hall, the turbine hall and the water treatment plant would all be located behind the Cold Store, with the possible exception of the south-western corner of the main building. Trigonometry calculations in CAD software demonstrate that even the 90m high chimneys would be screened by the Cold Store from ground level locations within and immediately around residents' property apart from theoretical views from the western parts of the gardens that are in any event enclosed by garden planting. The Cold Store, however, would not be able to screen the occasional visible plume from the chimneys, albeit that the	Low	Adverse and long term	Moderate - **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			requisite meteorological conditions for the plumes to be visible would arise only occasionally during the daytime. The magnitude of change would remain Low, and the level of effect would be Not Significant for the same rationale as set out for the construction phase.			
		Operation Year 15	The situation set out in the rationale for Operation Year 1 would be unlikely to alter by Operation Year 15. Although the maturing tree and wet woodland planting in the southern part of the EfW CHP Facility Site woodland (as shown in **Figure 3.14 (Volume 6.3)**) would provide some screening of the vehicular activities on the hardstanding areas, the residual views and lighting would continue to generate a Low magnitude of change throughout the operational phase.	Low	Adverse and long term	Moderate - **Not Significant**
The Chalet, New Drove	High	Construction	Residents at the Chalet have typically restricted views to the west towards the EfW CHP Facility Site and the TCC. Other than vehicular access, the property's frontage onto New Drove is marked by a 1.8m high close boarded fence and dense coniferous hedgerow. There are few windows in the property's western elevation. In addition, there is a tall, unkempt deciduous hedgerow on the opposite side of New Drove behind which the intervening ~200m to the closest boundary of the TCC and ~360m to the closest elevation of the main building at the EfW CHP Facility under-construction, is largely occupied by existing light industrial and commercial development within the Wisbech Industrial Estate. These factors	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			would combine to ensure that residents could have no views of any ground or lower-level construction phase components or activities. There would be some potential for construction activities on the upper part of the boiler house and chimneys including the periodic crane activity. In the visual context of the existing light industrial and commercial development within the Wisbech Industrial Estate and paucity of the western views available to the Chalet's residents, it is assessed that the magnitude of change would be Very Low and the level of effect Minor and Not Significant.			
		Operation Year 1	The same combination of adjacent and intervening screening elements and baseline view availability restriction for these residents would severely limit the potential presence of the operational EfW CHP Facility in residents' views. The only visible components would likely be the upper part of the boiler house (52m), and chimneys (90m). These components would be moderate scale elements above ~25° of the western horizon in the visual context of numerous other light industrial and commercial buildings and elements including the northern end of the Cold Store i.e., there would be no visual contrast. There would be some views of the occasional visible plume in suitable meteorological conditions. The magnitude of change would be Low, and the level of effect would be Moderate and Not Significant given the visual context and the retention of residents' views across the open field and orchards of Little Bolness field to the east.	Low	Adverse and long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 because none of the tree and wet woodland planting within the southern part of the EfW CHP Facility Site woodland (as shown in **Figure 3.14 (Volume 6.3)**) could be visible from the Chalet even when mature. There is potential for further light industrial and commercial development to be established in the semi-derelict area between New Drove and Boleness Road.	Low	Adverse and long term	Moderate – **Not Significant**
Iolanda and Bungalow Kennels, B198, Cromwell Road	High	Construction	With reference to the photomontage visualisation in **Figure 9.18b: Viewpoint 2: Lidl Carpark west of Cromwell Road (Volume 6.3)** it should be noted that this view illustrates less restricted views towards the EfW CHP Facility Site than would be experienced at the nearby property. Nonetheless the view demonstrates that the intervening retail, commercial and light industrial development east of Cromwell Road and mature trees near McDonald's restaurant would coalesce to restrict residents' potential south-eastern views of ground, lower and middle level construction activities. Only the upper-level construction activities at the boiler house, chimneys and possibly the bunker hall, including periodic crane activity, would be potentially visible over a minimal separation distance of ~420m and partially filtered by tree cover. The presence of cranes and some elevated construction activities would result in a Low magnitude of change. The resultant Moderate level of effect would be Not Significant.	Low	Adverse and short term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	As indicated in less restricted views from the photomontage in **Figure 9.18b: Viewpoint 2: Lidl Carpark west of Cromwell Road (Volume 6.3),** the only visible components of the operational EfW CHP Facility would be the upper parts of the boiler house, chimneys and possibly the bunker hall above the developed horizon formed by buildings at the Wisbech (Belgrave) Retail Park and partially filtered by intervening tree cover. The new built elements would be situated in the same field of view as the brightly lit MacDonalds restaurant and movement and street lighting on Cromwell Road (B198). The vertical contrast in form provided by the chimneys could be slightly emphasised during the infrequent daytime incidences when the occasional plume would be visible, however an overall Low magnitude of change is assessed. The Moderate level of effect would be Not Significant, given the restricted nature of views and in the prevailing visual context of the Wisbech (Belgrave) Retail Park and other industrial and commercial development.	Low	Adverse and long term	Moderate – **Not Significant**
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as no planting within the boundary of the EfW CHP Facility Site could be visible to these residents even when mature.	Low	Adverse and long term	Moderate – **Not Significant**
Group of southern properties on New Drove	High	Construction	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-	Very Low	Adverse and short term	Minor – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			western frontages, and the curtilages of the three properties. The only exception might be parts of the linear garden at the southern property if its New Drove frontage hedgerow is severely trimmed back. There could be no views of any ground level or lower-level construction components or activities due to the coalescence of the light industry and commercial built development in the part of the Wisbech Industrial Estate alongside Boleness Road and Algores Lane. As indicated in the Photowire visualisation from Viewpoint 4 in **Figure 9.20b: Viewpoint 4: Northern end of New Drove (Volume 6.3),** which is slightly further to the north, any views of the construction activities for upper parts of the chimneys and boiler house at the EfW CHP Facility and associated crane activities (up to 75m high and for a short duration, the crane used to erect the chimneys) 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. Whilst there would be slightly increased potential for very oblique views from first floor windows in the north-west facing elevations, the same intervening factors would apply to reduce the role of the more elevated construction activities at the EfW CHP Facility in these views. In the existing visual context of extensive, visually similar development, it is assessed that the magnitude of visual change would be Very Low for residents in these properties. The result would be a Minor level of effect for residents which would be Not Significant.			

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 1	As indicated in the hotowire visualisation in **Figure 9.20b: Viewpoint 4: Northern end of New Drove (Volume 6.3),** the only visible components of the operational EfW CHP Facility would be the upper parts of the boiler house and the chimneys above a 20° section of the already developed south-western horizon currently formed by the roofscape of the intervening light industrial and warehousing type buildings. Residents in all these properties, except the southern-most property, also benefit from screening by a line of mature conifers on the opposite western side of New Drove and some tree cover around the nearby Cadent site. There would be no views of any of the lighting required for the operational EfW CHP Facility and the visible plume would only be present very occasionally. The magnitude of change would be Low and the Effect Moderate and Not Significant given the restricted nature of views and the industrial context.	Low	Adverse and long term	Moderate – **Not Significant**
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as the tree and wet woodland planting in the southern part of the EfW CHP Facility Site woodland (as shown in **Figure 3.14 (Volume 6.3)**) could not be visible to these residents even when mature.	Low	Adverse and long term	Moderate – **Not Significant**
Group of southern properties on Cox	High	Construction	Reference to the photomontage visualisation in **Figure 9.18b: Viewpoint 2: Lidl Carpark west of Cromwell Road (Volume 6.3)** demonstrates that the intervening retail, commercial and light industrial	Very Low	Adverse	Minor – Not Significant

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
Close and Ellerby Drive			development 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, 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 high density of the housing in this community would prevent all but occasional, highly partial, framed and typically oblique view of any crane activities for most residents, especially at ground level. The resultant overall Very Low magnitude of change would result in a Minor effect that is Not Significant.			
		Operation Year 1	Much of the rationale set out for the construction phase is applicable to the operation phase during which most residents in these properties and using nearby roads and open spaces would only possess fleeting, glimpsed views of the upper parts of the chimneys, the upper part of the boiler house and less frequently the occasional visible plume. All Receptors' views would be in the context of either the immediate surrounding, recently built, two or three storey residential blocks, or less frequently, the	Low	Adverse & long term	Moderate – **Not Significant**

Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
			extensive intervening retail and commercial developments. The low-level lighting at the EfW CHP Facility would be largely screened with any residual views of lighting seen in the context of the high levels of night-time lighting from streetlights and the retail park as shown in the nearby baseline night-time view from Viewpoint 2 in **Figure 9.16i: Viewpoint Photograph 2: Lidl Carpark west of Cromwell Road (night) (Volume 6.3)**. As such it could only ever have a small incremental effect. The overall magnitude of change would be Low with a Moderate effect that would be Not Significant due to the intervening retail, commercial and light industrial development within the Wisbech Industrial Estate, with available views typically oblique in nature.			
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase.	Low	Adverse & long term	Moderate – **Not Significant**

2.4.2 In accordance with paragraph 4.15 in the Landscape Institute Technical Information Note[2], neither the visual assessment nor the RVAA has included visits to individual properties. This is because all the relevant characteristics of the included properties can be identified from nearby publicly accessible locations, principally public highways, augmented by review of aerial photography. Annotated aerial photographs of the properties and the intervening area between the properties and the main building at the EfW CHP Facility are included in the proforma. Similarly, a photograph of the elevation of each property facing towards the main building at the EfW CHP Facility taken from a public location during the RVAA site visit has been included in the proforma.

2.5 RVAA judgement

2.5.1 The justification provided in undertaking the visual assessment that is contained in **Table 9K.1** is supplemented to present a detailed summary of the predicted changes in views from the property.

2.5.2 This summary utilises variables such as the proportion of the main building and chimneys at the EFW CHP Facility that will be visible; minimum separation distances; likely lighting impacts; the maximum angle of view that could be occupied by the main building at the EfW CHP Facility; variation in relevant views from outdoor locations in the curtilage and between ground floor and first floor windows. The potential contribution of the occasional visible plume has been considered and has assessed as being a highly infrequent component of views due to its infrequent and intermittent presence. Calculations using meteorological data for the past five years undertaken in compiling **Chapter 8: Air Quality (Volume 6.2)** conclude that it could be present for a maximum of 7.2% of the time during any year, but that the required combination of meteorological conditions would be most likely to arise at night-time. This narrative analysis facilitates consideration of the potential for the chimneys and the main building at EfW CHP Facility to be either overbearing or to surround the property and thus to breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live in the baseline context of southern Wisbech.

3. Residential Visual Amenity Assessment for the Proposed Development

3.1 Overview

3.1.1 The results of the RVAA are set out in the eight proformas in **Tables 9K.2 – 9K.9**.

Table 9K.2 Property 1: Rose Bungalow, New Bridge Lane

Summary Description:
Rose Bungalow is a single storey, almost square, brick-built property on the southern side of New Bridge Lane with a constrained curtilage. There are four caravans sited in an enclosed rear area to the immediate south of the Bungalow.

Grid Reference:
545097, 309008

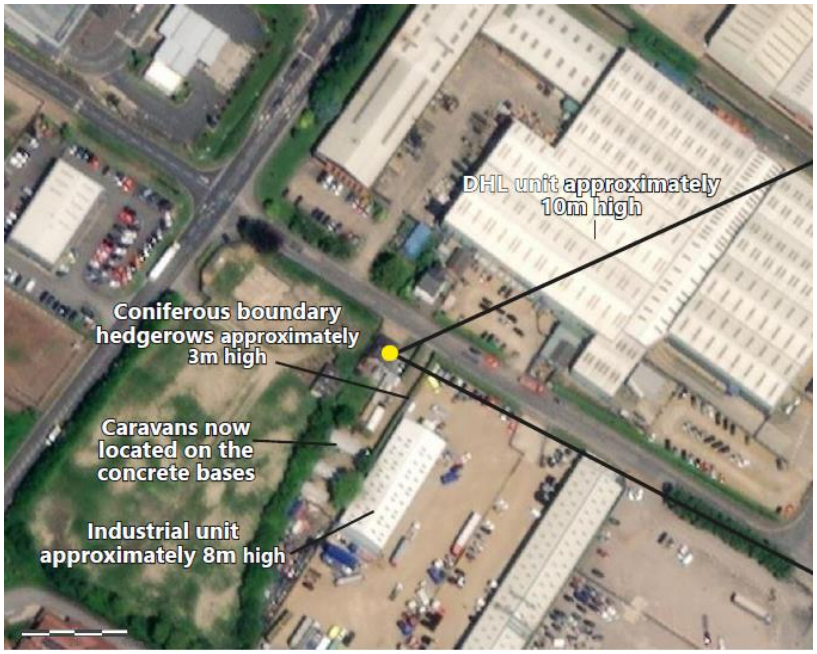
Rose Bungalow – north-eastern & south-eastern elevations

Minimum distance to boundary of the main building at the EfW CHP Facility:
280m

Minimum distance to proposed chimneys:
370m

Orientation of properties' frontage:
Frontage onto New Bridge Lane is orientated north-north-east

Direction of view to the main building at the EfW CHP Facility:
North-east and east



Description of properties' layout, access, and curtilage:

Rose Bungalow is a compact property with dormer windows in its roof facing east-south-east and west-north-west. It has a conservatory on its southern elevation within its compact, enclosed rear yard. Driveway and second entrance are located on eastern side with an adjacent tall conifer hedgerow. Northern frontage onto New Bridge Lane is a small, open gravel area. There are two medium-sized windows and door in northern (front) elevation; three windows, porch, and dormer window in eastern elevation; at least four windows and two dormer windows in the western elevation.
No public views are available of the four caravans located in the enclosed area to the Bungalow's south (rear), but they are accessed by a driveway immediately east of the Bungalow and the conifer hedge. The caravans are well-enclosed by combination of close-boarded fencing, boundary trees and adjacent taller industrial buildings. Three of the caravans have a north-west to south-east alignment. All properties are accessed via New Bridge Lane from the west (Cromwell Road).

Description of existing views available:

Views available to residents in the Bungalow and its constrained curtilage are severely restricted in all directions other than potentially from the dormer windows. To the south foreshortening of views is provided by the screen fencing and planting around the caravan area plus the two storey industrial building immediately to the south-east; to the east ground level views screened by the dense, well-trimmed ~3m high conifer hedge (hence no seasonal changes); to the north views do not extend beyond the extensive ~10m high DHL industrial unit; and to the west ground level views across the adjacent vacant area to more industrial units are mostly screened by a close boarded fence. More extensive western and eastern views will be available from the dormer windows, but these are likely to largely include other large-scale industrial and warehouse type buildings and storage areas that are the dominant land-uses in the surrounding area of the southern edge of the Wisbech Industrial Estate.
The high level of adjacent screening is likely to result in there being no views available to residents in the caravans beyond the boundary of the small yard in which they are located.

Predicted change in view:

The upper section of the 52m high boiler house at the main building at the EfW CHP Facility will be prominent above a section of the large intervening ~10m high DHL building in the fore- and middle ground in north-eastern views when accessing the properties along New Bridge Lane and potentially in views from north and east facing windows plus the gravel frontage area and driveway. The chimneys will likewise be a prominent element in these views over at least ~370m. However, as shown in baseline description, these views from ground level windows and exterior locations are almost entirely screened, especially by the conifer hedge and, for the caravans, by the ~50m long, two storey high industrial building located less than ~10m to their east. The only relatively open north-eastern views in which the upper section of the main building at the EfW CHP Facility and its chimneys would be prominent visual elements would be from the east-facing dormer window.

Given the high level of different types of screening and the industrial/commercial baseline visual context, it is assessed that the magnitude of visual change would be Low for residents in Rose Bungalow and Very Low for residents in the four caravans. Combined with their high sensitivity under GLVIA3 criteria, the result would be a Moderate level of effect for Rose Bungalow's residents, although this would be Not Significant as it would apply to only a small proportion of the residents' views and these would not be fundamentally changed, and a Minor level of effect for the Caravan's residents that be Not Significant.

Effects upon residential visual amenity:

Given that the visual assessment outlined above concludes visual effects would be Not Significant, there is minimal scope for the limited visual presence of the Proposed Development to reach or cross the RVAT for these properties. Over a minimal separation distance of ~200m, much of which is occupied by large-scale industrial type development sharing similar visual characteristics, the main building at the EfW CHP Facility would not be overly intrusive from either within these properties nor within their curtilages; as from most rooms, the conservatory and most of the curtilage, it would not be seen at all. When visible, the taller (90m high) chimneys located at least ~370m to the north-east could not considered to be visually overbearing. In the baseline context of extensive industrial and commercial development and occupying a maximum of 40° in any available view, the EfW CHP Facility could not be interpreted as surrounding these properties. Consequently, its operation would not breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live.

Table 9K.3 Property 2: No.9, New Bridge Lane

Summary Description:
Two storey, brick-built house with pitched roof and a single storey extension on western side located in tight, well-enclosed curtilage at junction of New Bridge Lane and un-named access road

Grid Reference:
545377, 307790

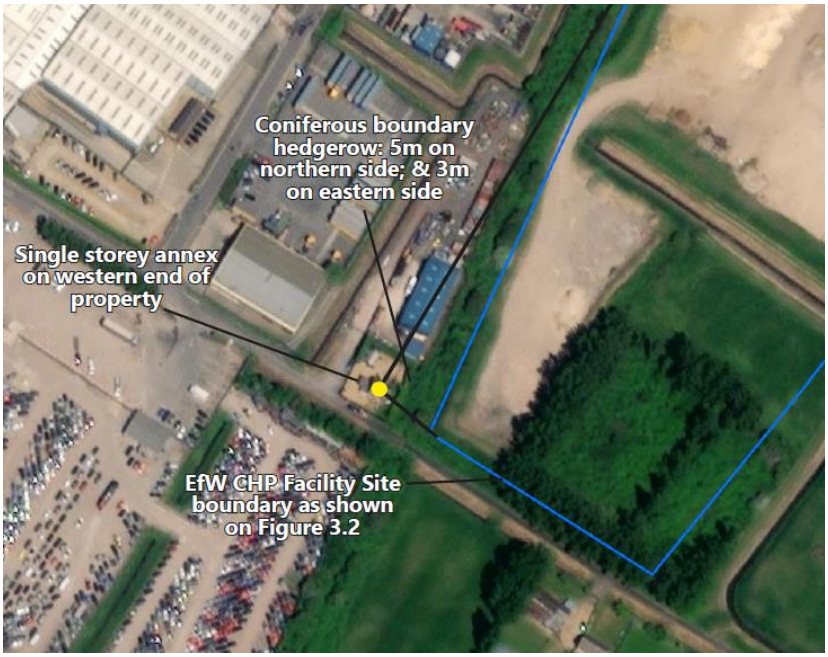
No.9, New Bridge Lane – heavily screened southern & eastern elevations

Minimum distance to boundary of the main building at the EfW CHP Facility:
15m from southern edge

Minimum distance to proposed chimneys:
160m

Orientation of property's frontage:
Frontage onto New Bridge Lane is orientated south-south-west

Direction of view to the main building at the EfW CHP Facility:
North-north-east to east north-east



Description of property's layout, access, and curtilage:

The property appears to be a mid-twentieth century property, possibly originally associated with the disused March to Wisbech Railway which is routed to its immediate east. There is a single storey annex on the property's western elevation that extends partway along its northern elevation. The annex's western elevation contains a door, and it is likely that there is a second access on the northern elevation. The short western elevation contains one ground level window and one medium-sized first floor window (likely to be a bedroom). The longer southern frontal elevation contains three small and one large ground level windows and a single first floor window which is likely to be a stair landing window. The narrow eastern elevation contains two medium-sized first floor windows, probably bedroom(s), but the number of ground floor windows could not be ascertained. Ditto for the longer northern elevation. Access can only be gained from the west via New Bridge Lane. The property's restricted curtilage is substantially laid to gravel. The eastern, northern,
and half of the western boundaries are formed by coniferous hedgerows: ~2m high on

eastern boundary; and ~5m high on northern and western boundaries. Other boundaries are marked by 1.8m high close boarded fence with double gate onto New Bridge Lane.

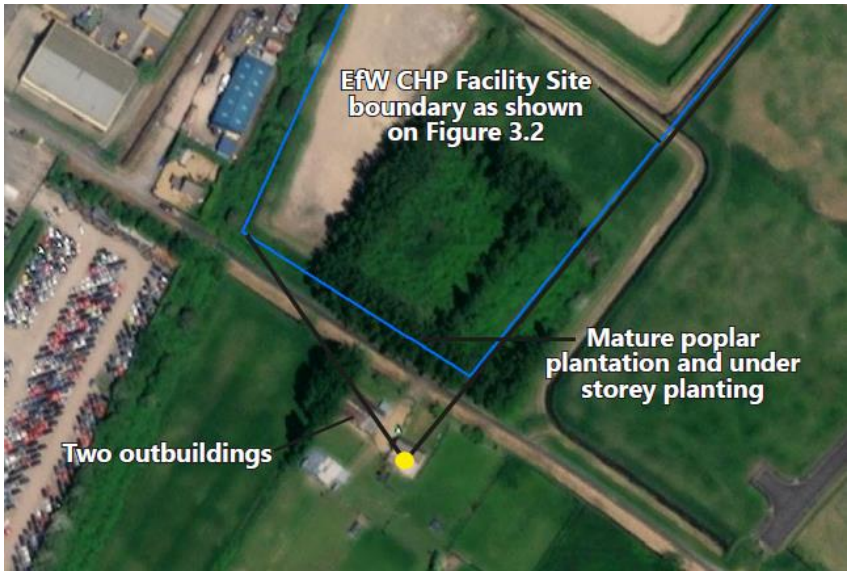
Description of existing views available:
Views in all directions from ground floor windows and the curtilage are substantially screened by the boundary hedgerows and the close boarded fence. In particular, northern views towards the adjacent industrial building and surrounding stock yard are screened by the 5m high coniferous hedge. More extensive views are likely to be available from first floor windows. Views in all directions contain a good proportion of the industrial and commercial units and stockyards and storage areas in Wisbech Industrial Estate. These elements are most prominent in views to the west and north where they are sited immediately adjacent to the property. To the south across New Bridge Lane, a broken tree line partly screens views of an extensive area of outdoor car storage that extends over 300m to A47. To the east the plantation block of deciduous woodland and scrub on the northern side of New Bridge Lane east of the disused March to Wisbech Railway filters elevated views of the large-scale 33m high Cold Store and other industrial and commercial land-uses off New Drove and Boleness Road.

Predicted change in view:
Assuming the retention of the dense 2-5m high coniferous hedgerows around the key eastern and northern boundaries of the property, residents would continue to have no views of the ground and lower-level components and activities within the operational EfW CHP Facility Site from ground floor windows or within the curtilage. However, views would be available of the upper third/quarter of the boiler house as well as the upper two thirds of the chimneys from ground level locations and ground level windows in the northern and eastern elevations. A higher proportion of the chimneys and the southern and western elevations of the EfW CHP Facility would be visible in direct views from any first-floor, north-facing windows and oblique views from the two, first-floor, east-facing windows. In the latter views the removal of a high proportion of the tree and scrub cover on the northern side of New Bridge Lane (as shown in **Figure 3.14: Landscape Mitigation Strategy (Volume 6.3)**) would also partly open up views towards the more distant Cold Store. The scale of the EfW CHP Facility would ensure that it would dominate the northern view, although it would be viewed in the baseline context of the existing smaller scale, light industrial and commercial development off Algores Way. The EfW CHP Facility would be highly prominent within the first floor, east -facing oblique view, although it would be seen in the context of the now more open, direct view toward the more distant Cold Store. The height, scale, mass, and relative proximity of the main components visible within the operational EfW CHP Facility would result in a high magnitude of change, although they would not be seen at all in views from windows in the southern and western elevations. The upper section of EfW CHP Facility and the chimneys would be consistently visible when accessing the property along New Bridge Lane. As specified in **Appendix 3A: Outline Lighting Strategy (Volume 6.4)** the operational lighting would be restricted to ground and low-level locations with detailed design to prevent light spillage with no aviation lighting on the chimneys. Nevertheless, it is reasonable to anticipate some additional lighting to be seen in views from windows in northern and eastern elevations. There would be a resultant Major level of effect that would be Significant.

Effects upon residential visual amenity:
Given that the visual assessment outlined above concludes that visual effects would be Significant, there is scope for the visual presence of the Proposed Development, especially the two chimneys, to reach or cross the RVAT for this property. There would be a minimal separation distance of approximately 145m to the south-western corner of the EfW CHP Facility, where the bag filter houses at an estimated 25m height would be likely to be screened in views from ground level locations due to the boundary coniferous hedgerow supported by the nearby industrial building. The potential for the more distant FGT Hall (max height 37m) and Boiler House (max height 52m) to be overbearing would be low given the separation distances would be over 170m and they would occupy no more than 35° on the north-eastern horizon with a sense of separation retained due to the property's hedgerow and intervening built development. The potential sense of overbearing would be theoretically increased by the presence of the chimneys at up to 90m height. However, they would be slender components being 3.2m in diameter with minimal mass. The corollary would be that, although they would be highly prominent where northern and eastern views are available over and

beyond the property's boundaries, it would be unlikely that they would be legitimately considered to be overbearing even in combination with the upper section of the boiler house. The property would not have a sense of being surrounded by the EfW CHP Facility as its presence would not be discernible in southern or western views and the property is already well-enclosed by its boundaries,
beyond which it is largely surrounded by a range of light industrial and storage elements. The loss of a good proportion of the existing tree and scrub cover on the southern boundary of the EfW CHP Facility Site would make an adverse contribution, and residents would also have views of the plant and vehicle movement along New Bridge Lane to the south of the dwelling above the new acoustic fence. Further limited screening would be provided by the establishment of replacement and additional tree planting in the southern part of the EFW CHP Facility Site (as shown in **Figure 3.14: Landscape Mitigation Strategy (Volume 6.3)**). Consequently, The RVAA concludes that the EfW CHP Facility's operation would not breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live.

Table 9K.4 Property 3: No.10, New Bridge Lane

Summary Description: Property is a brick-built bungalow which forms part of a smallholding with two larger outbuildings close to the west all within an open area laid to pasture south of New Bridge Lane.	**10 New Bridge Lane – northern & western elevations** 
Grid Reference: 545469, 307685	
Minimum distance to boundary of the main building at the EfW CHP Facility: 80m from southern edge	
Minimum distance to proposed chimneys: 190m	
Orientation of property's frontage: Frontage onto New Bridge Lane is orientated north-north-east	
Direction of view to the main building at the EfW CHP Facility: North	

Description of property's layout, access, and curtilage:

The property is a brick-built, bungalow dating from second half of twentieth century in a smallholding. It has a flat roof annex to the rear (southern elevation) but no dormer windows in the roof. It has a north-north-west to

south-south-east orientation and is set 20m back from New Bridge Lane with most of the smallholding extending further south towards A47. An enclosed outbuilding is located to the immediate north-west and an open barn to the south-west. Vehicular access is along New Bridge Lane from the east and then along New Drove. The property's northern elevation contains three medium-sized windows and a glass front door. There is a substantial parking area to the west but no windows in this short elevation. There are three medium-sized windows in the eastern elevation and three or four windows in the southern elevation. The northern 'front' garden is laid to grass with few shrubs and no trees with a low close boarded fence along its frontage.

Description of existing views available:
Close distance southern and eastern views from windows and the curtilage are relatively open, extending across open pasture fields to the belt of trees and scrub alongside A47. They contain post and wire fencing and two pig shelters. Views to the west are substantially screened by the two large, single storey outbuildings and are filtered by four tall, mature trees on the smallholding's western boundary and then by the scrub along the disused March to Wisbech Railway, so that only highly partial views are available of the industrial and commercial unit located further west. Views to the north are strongly filtered, especially in summer, by the mature poplars and understorey scrub within the small plantation to the immediate north of New Bridge Lane. Some low-level industrial and commercial development can be identified north of the plantation. In contrast, there are open views of the large-scale 33m high Cold Store to the north-east over a minimum separation distance of ~150m.

Predicted change in view:
Under baseline conditions residents' northern and north-eastern views towards the existing light industrial and commercial development in the Wisbech Industrial Estate off Algores Way and Boleness Road are heavily filtered by the mature poplars and understorey scrub close to the north of the property on the southern edge of the site of the main building of the EFW CHP Facility. A large proportion of this vegetation will need to be removed to facilitate the construction activities and formation of the main entrance and its sightlines. With a minimum separation distance of 190m, the southern elevation of the operational main building of the EfW CHP Facility would be the principal visual element in residents' northern views from windows in the northern elevation (likely to be bedrooms as opposed to principal rooms as defined in GLVIA3), the main entrance, driveway and front garden. As well as the 90m high chimneys, the southern elevation would comprise the upper section of the boiler house (up to 52m high). To the right-hand side of the main building of the EfW CHP Facility there would be at least partial views of the 132kV switching compound, water treatment plant and turbine hall. A proportion of the intervening area beyond New Bridge Lane would be hardstanding used for the parking and circulation of the delivery vehicles using the main entrance off New Bridge Lane and the section of New Bridge Lane to the north of the dwelling would be screened by the proposed 3m tall acoustic fence, replacing the existing low timber fence along the curtilage of the property. As set out in **Appendix 3A: Outline Lighting Strategy (Volume 6.4)** these facilities would be subject to operational and security lighting requirements whilst generating increased levels of movement compared with the baseline. The height, scale, mass, and relative proximity of the main components visible within the operational EfW CHP Facility Site would result in a High magnitude of change even though they would not be seen at all in views from windows in the property's southern and eastern elevations and the main area of garden that is located to the southern side of the property. There would be a resultant Major level of effect that would be Significant.

Effects upon residential visual amenity:
The combined scale, height, and mass of the operational components of the main and ancillary buildings at the operational EfW CHP Facility combined with the vehicular movement in the relatively open, closer southern part of the EfW CHP Facility Site and the closest subsection of New Bridge Lane would dominate all northern views available from within the property and its driveway and curtilage. Their effect would be exacerbated by the openness of the view (following partial removal of intervening mature poplars and understorey scrub at the commencement of the construction phase) and movement of delivery vehicles using the main entrance off New Bridge Lane and the section of New Bridge Lane to the north of the dwelling would

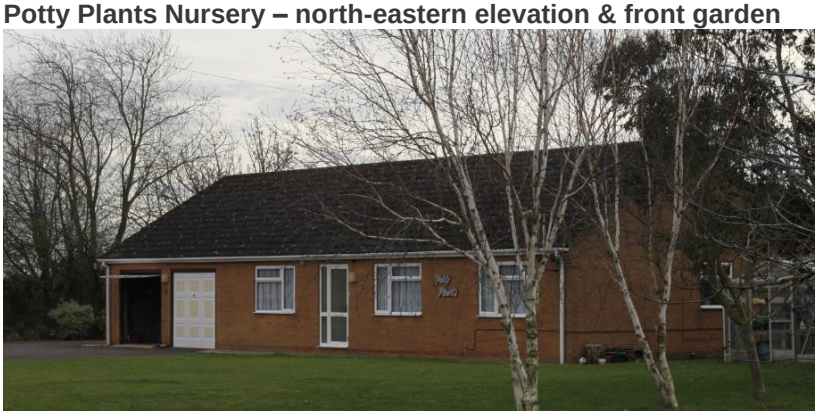
be partially screened by the proposed 3m high acoustic fence along the northern boundary of the property curtilage. New tree and wet woodland planting (as shown in **Figure 3.14: Landscape Mitigation Strategy (Volume 6.3)**) close to the New Bridge Lane boundary would take well over a decade to become partly effective. As built development and/or vehicular activities would take place across 120°angle of view but would not intrude into the property's principal southern view, there would be no potential for residents at the property to consider that they would be surrounded by the Proposed Development. However, its extent, height, and scale, considering the slender design of the chimneys, would dominate northern views and possibly influence the manner in which the northern, front portion of the garden would be used. With a minimum separation distance of 190m to the southern elevation of the main building which would be at the same ground level elevation as the property, it is assessed that its presence and operation would not be legitimately considered to be overbearing. The RVAA therefore concludes that the EfW CHP Facility's operation would not breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live.

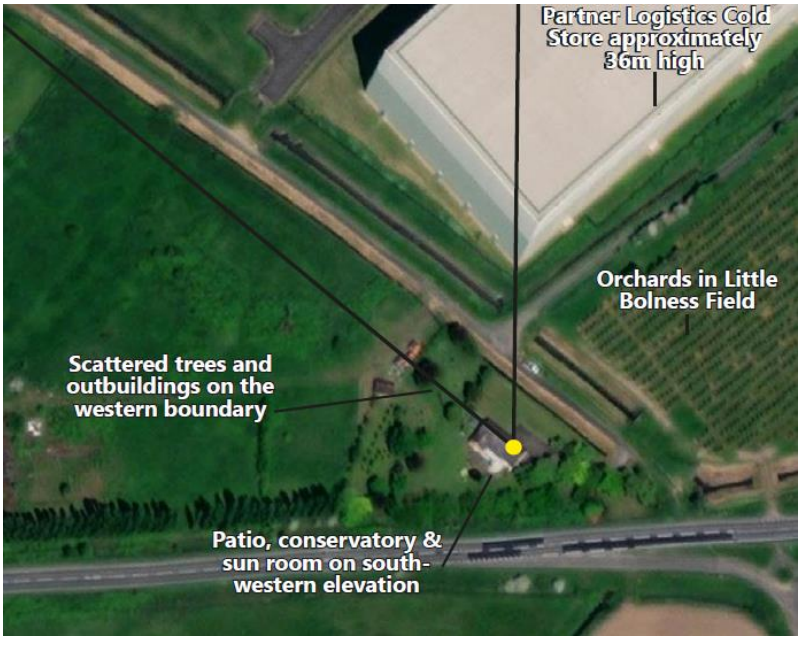
Table 9K.5 Property 4: Potty Plants Nursery, New Bridge Lane

Summary Description:
A modern, brick-built bungalow in an extensive curtilage at the eastern end of New Bridge Lane close to A47 and at the southern end of New Drove

Grid Reference:
545708, 307521

Potty Plants Nursery – north-eastern elevation & front garden





Minimum distance to boundary of the main building at the EfW CHP Facility:
330m to the south-eastern corner of main site.

Minimum distance to proposed chimneys:
400m

Orientation of property's frontage:
Frontage onto New Bridge Lane is north-west to south-east.

Direction of view to the main building at the EfW CHP Facility:
North-west

Description of property's layout, access, and curtilage:

The large bungalow has a short spur and conservatory/sunroom plus a patio on its south-western elevation which faces the vegetation lined A47 corridor which is only 25m from the property's south-eastern corner. There are no dormer windows in the roof. There are three medium-sized windows in the long north-eastern elevation plus a glass front door and a double garage with outside parking area. The shorter north-western elevation contains one small window, whilst the shorter south-eastern elevation contains two small windows

and a door. As well as the conservatory/sunroom, the south-western elevation contains two medium-sized windows. The property is accessed from New Drove i.e., from the north and is sited within an extensive triangular curtilage, mostly laid to lawn. The part of the curtilage adjacent to A47 is bounded by a belt of trees and understorey shrubs, and there are more scattered trees close to the western boundary as well as some small outbuildings. The 20m deep, north-eastern frontage onto New Bridge Lane is open lawn.

Description of existing views available:
The orientation and layout of the property strongly indicates that residents favour views to the south i.e., the property's rear, although these are foreshortened by the belt of trees and understorey shrubs alongside the A47. In winter months filtered views of vehicular movement are likely. Tree cover heavily filters or screens views to the south-east (A47 corridor) and the north-west (damp rough pasture) with the industrial and commercial buildings and land-use at the western end of New Bridge Lane not being visible. However, the south-eastern corner of the Cold Store is only 60m to the north-west of the north-western corner of the property where it occupies ~40°of the angle of view. To the north, the middle ground is occupied by an extensive but immature orchard occupying Little Boleness Field. There are no views of other built development located off New Drove.

Predicted change in view:
The proximity (minimum 60m) and height of the Cold Store (~33m) will screen most of the main building at the EfW CHP Facility in the north-western views of the property's residents as it is in a direct line between the property and the proposed main building at the EfW CHP Facility. Only the southern elevation of the main building at the EfW CHP Facility would be visible over a minimum separation distance of ~330m in primarily oblique views from within the property and the western part of its curtilage. These views will be partly filtered by the property's outbuildings and partial tree cover on the property's western boundary. The upper section of the 90m high chimneys will be visible over at least 400m from the open north-eastern garden and windows in the north-eastern elevation (likely to be bedroom windows).

Given the extensive screening that would be provided by the closer Cold Store and the latter's dominance of the relevant baseline view, it is assessed that the magnitude of visual change would be Low for residents in this property. Combined with their high sensitivity, the result would be a Moderate level of effect although this would be Not Significant as it would apply to residents' oblique views from the dwelling and would not alter residents' likely principal views to the south. Also, the changes would be in the context of the much greater changes resulting from the relatively recent introduction of the nearby Cold Store.

Effects upon residential visual amenity:
Given that the visual assessment outlined above concludes that visual effects would be Not Significant, there is minimal scope for the limited visual presence of the Proposed Development to reach or cross the RVAT for this property. Over a minimal separation distance of 330m, with the line of sight mostly occupied by a large-scale industrial development of similar scale and mass as well as sharing similar visual characteristics, the main building at the EfW CHP Facility would not be overly intrusive from either within this property and its curtilage. From most rooms within the property, the conservatory/sunroom, the patio, and the southern part of the curtilage, the Proposed Development would not be seen at all. Similarly, the EfW CHP Facility would not be visible when residents access or depart via New Drove. When visible, the taller (90m high) chimneys located at least 400m to the north-west could not considered to be visually overbearing, especially given they would usually be seen above the Cold Store. In the baseline context of extensive industrial and commercial development and occupying a maximum of 40° in any available view, the main building at the EfW CHP Facility could not be interpreted as surrounding this property. Consequently, its operation would not breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live.

Table 9K.6 Property 5: The Chalet, New Drove

Summary Description:
Single storey, flat roofed property to immediate east of New Drove with two detached buildings close to north-east (possibly residential) and a caravan to immediate south-west.

Grid Reference:
545949, 307750

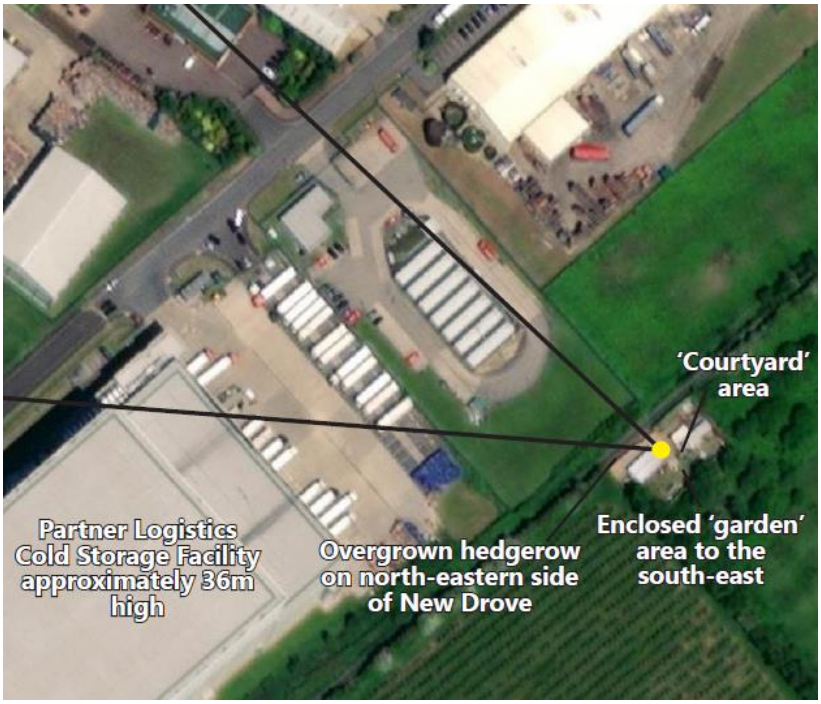
The Chalet, New Drove – screening along New Drove frontage

Minimum distance to boundary of the main building at the EfW CHP Facility:
340m to the north-east corner of main part of the site

Minimum distance to proposed chimneys:
440m

Orientation of property's frontage:
The principal building is arrayed south-west to north-east aligning it with New Drove

Direction of view to the main building at the EfW CHP Facility:
West-north-west



Description of property's layout, access, and curtilage:
Property located in isolated location ~280m south-west of Property Group A and ~330m north-east of Property 4 on a hardstanding inserted into the scrub and rough pasture of the area east of New Drove. The principal building has two windows in its north-western frontage onto New Drove, plus its main entrance. There is a large window in its narrow south-western elevation and its north-eastern elevation is mostly a large bay window facing onto a slab courtyard whose northern side is formed by a timber, shed-like building. No views of the adjacent building to the east were available. The courtyard has a 1.8m high close boarded timber fence on its eastern side behind which aerial photography indicates is a grassed area. The New Drove frontage has a gravel area for carparking and is partly open and elsewhere enclosed by a ~2m high coniferous hedge. It is not known if the caravan on southern boundary of the plot is occupied. Access would be along New Drove from the north (Weasenham Lane).

Description of existing views available:
Existing views are likely to be restricted. Views to the south are partly screened by the caravan but extend across the immature orchard in Little Boleness Field as far as the vegetation lined section of A47. A patch of adjacent scrub at least partly screens the similar views to the east, whilst more open views across open fields to the north-east also extend to A47 and associated vehicular movement. Boundary vegetation screens northern views. The hedgerow along New Drove and additional roadside vegetation (overgrown hawthorn hedgerow) on New Drove's western side combine to substantially screen views north-west and west in which the main features are the industrial and commercial buildings in the part of the Wisbech Industrial Estate located off Boleness Road. From locations around the entrance to the property and the carparking area, there are oblique south-western views along New Drove in which the 33m high Cold Store is predominant at a minimum separation distance of 100m.

Predicted change in view:
The main building at the EfW CHP Facility would potentially occupy ~25° of the residents' west-north-west views from the north-west frontage windows, entrance, and carpark as well as the courtyard. However, these views would be heavily filtered by the overgrown hedgerow on the west side of New Drove beyond which only the upper part of the boiler house at the main building at the EfW CHP Facility and chimneys would be potentially visible above the intervening industrial and commercial development. Residents would have no views from the larger windows on the ends of the principal building nor from within the garden on the eastern side where more open views are available. The partial views would be seen in the visual context of the much closer Cold Store and would represent an incremental change in this context.

It is assessed that the magnitude of visual change would be Low for residents in this property. Combined with their high sensitivity under GLVIA3 criteria, the result would be a Moderate level of effect for residents which would be Not Significant, given the visual context and the retention of residents' views across the open field and orchards of Little Bolness field to the east.

Effects upon residential visual amenity:
Given that the visual assessment outlined above concludes visual effects would be Not Significant, there is minimal scope for the limited visual presence of the Proposed Development to reach or cross the RVAT for this property. Over a minimal separation distance of 340m, much of which is occupied by large-scale industrial type development of sharing similar visual characteristics, the main building and chimneys at the EfW CHP Facility would not be overly intrusive from within this property nor its curtilage. From most rooms, the caravan, the garden and most of the curtilage, the main building at the EfW CHP Facility Site would not be visible. When visible, the 90m high chimneys located at least 440m to the west-north-west could not considered to be visually overbearing. In the baseline context of extensive industrial and commercial development and occupying a maximum of 25° in any available view, the main building at the EfW CHP Facility could not be interpreted as surrounding this property. Consequently, its operation would not breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live.

Table 9K.7 Property 6: Iolanda, Cromwell Road

Summary Description:
Late twentieth century 'T' shaped bungalow with large curtilage that includes several large outbuildings (for kennels) located in plot between Lidl and Knowles Transport, Storage & Logistics.

Grid Reference:
545258, 308431

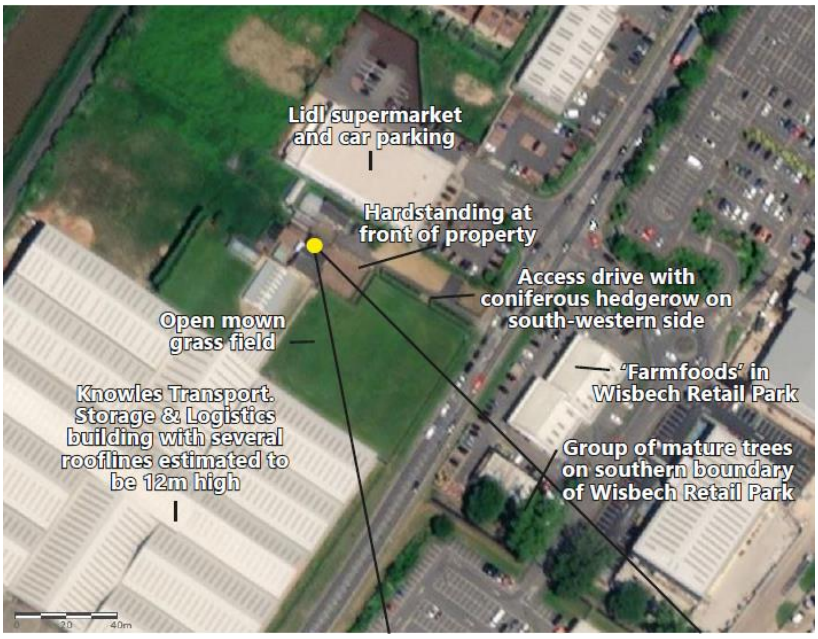
Iolanda – south-eastern elevation from Cromwell Road

Minimum distance to boundary of the main building at the EfW CHP Facility:
420m to north-west corner of main site.

Minimum distance to proposed chimneys:
590m

Orientation of properties' frontage:
South-east

Direction of view to the main building at the EfW CHP Facility:
South-east



Description of property's layout, access, and curtilage:

The bungalow is set back ~70m west of B198 Cromwell Road in a part of Wisbech that has become heavily developed for commercial, retail, and light industrial activities in past three decades. As well as being residential, the property is also used as a business for dog breeding and as kennels. Hence extensive single storey buildings, kennels and outbuildings are located to its immediate south-west, north-west and north-east. To the north-east these back onto a Lidl store (~ 9m to roofline) whilst ~40m to south-east is the Knowles Transport, Storage & Logistics facility whose single main building covers an area ~160m x130m with a series of rooflines ~12m high.

Access to the bungalow is along a straight, hedge-lined driveway. Its south-eastern elevation contains three large windows and one small window, plus one of two entrances and opens out onto a ~20m long front garden that is all laid to hardstanding and bounded by a ~1.5m high double timber fences. The remaining ~50m to Cromwell Road is a close mown grass field as shown in the illustrative photograph. Garage, parking area and main entrance are located on north-eastern side of property against the Lidl building.

Description of existing views available:
Due to the property's layout and surrounding development, it is highly likely that residents consider that their south-eastern view is their principal view (as views in all other directions are immediately screened). South-eastern views are framed by the Knowles building and the ~3m high coniferous hedgerow that lines south-western side of access drive. This view extends across the grass field to Cromwell Road to the extensive commercial units and carparking in the Wisbech Retail Park to the east of Cromwell Road. The only naturalistic components in this view are a line of mature deciduous trees on the southern edge of the Retail Park that form a prominent, contrasting clump above a section of the south-eastern horizon. Vehicular movement along Cromwell Road is readily apparent.

Predicted change in view:
The upper section of the main building at the EfW CHP Facility Site would extend above a section of the south-eastern horizon that is presently formed by the rooflines of buildings and mature trees in the Wisbech Industrial Estate and Wisbech Retail Park east of Cromwell Road. The outline and form of the boiler house at the main building of the EfW CHP Facility would be partly broken up by the clump of mature trees located on the southern boundary of the Wisbech Retail Park. The view alignment would be likely to prevent any screening from the north-eastern corner of the extensive building associated with the Knowles transport site. The chimneys would form a focal point in the residents' principal south-eastern view. Over a minimum separation distance of 420m to the boiler house and in the existing visual context of extensive, visually similar development, it is assessed that the magnitude of visual change would be low for residents in this property. Combined with their high sensitivity under GLVIA3 criteria, the result would be a Moderate level of effect for residents which could be Significant, however it is assessed that in the baseline visual context of a principal view dominated by commercial and industrial development that has mostly been introduced over past three decades, such an incremental change would result in the visual effect being Not Significant.

Effects upon residential visual amenity:
Given that the visual assessment outlined above concludes visual effects would be Not Significant, there is minimal scope for the visual presence of the chimneys and main building at the EfW CHP Facility Site to reach or cross the RVAT for this property. Over a minimal separation distance of 420m, much of which is occupied by large-scale commercial and industrial type development of sharing similar visual characteristics, the main building at the EfW CHP Facility Site would not be overly intrusive from within this property nor from within its curtilage. From most rooms, the kennels working area and the hedgerow lined access drive, the main building at the EfW CHP Facility would not be visible. When visible, the taller but relatively slender, 90m high chimneys could not be considered visually overbearing. In the baseline context of extensive industrial and commercial development and occupying a maximum of 20° in the only available view, the main building at the EfW CHP Facility Site could not be interpreted as surrounding this property, given the much closer proximity of the Knowles building with a greater floor area. Consequently, its operation would not breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live.

Table 9K.8 Property Group A: New Drove

Summary Description:
Only the southernmost three properties on New Drove are located within the 500m offset from the Proposed Development site boundary. These are all medium-sized, two stories high, brick properties fronting directly onto the east side of New Drove.

Property Group A - South-western elevation and garden at 127 New Drove

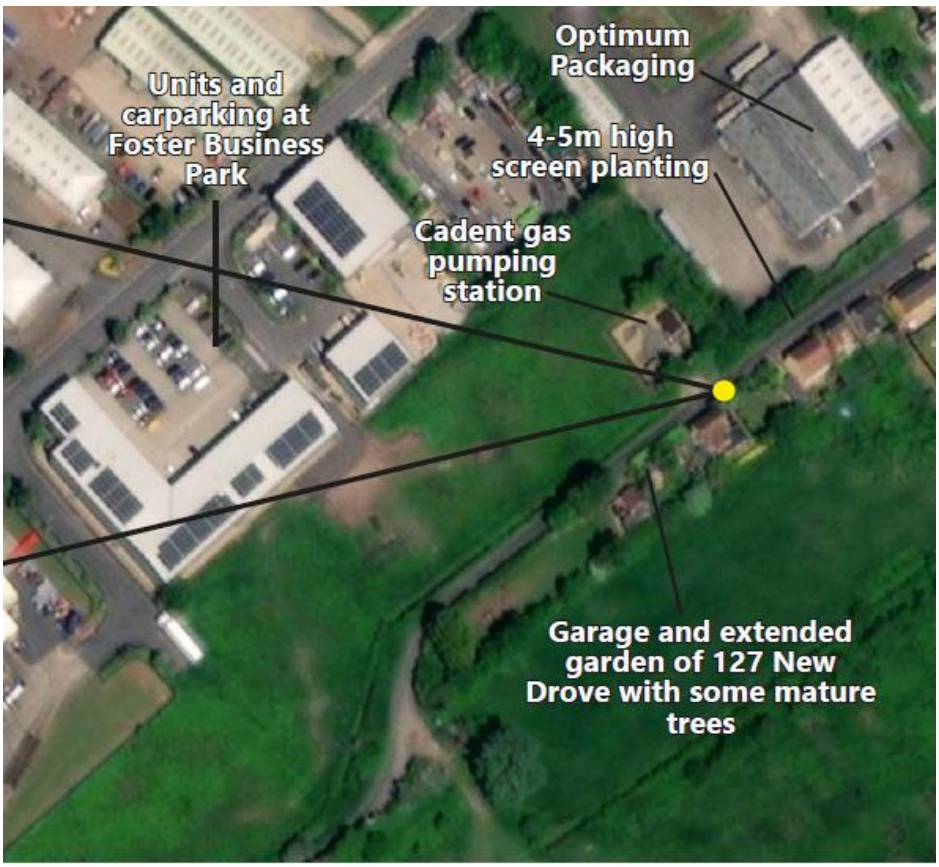
Grid Reference:
545331, 308536

Minimum distance to boundary of the main building at the EfW CHP Facility:
470m

Minimum distance to proposed chimneys:
660m

Orientation of properties' frontage:
All three properties are aligned north-east to south-west in alignment with New Drove.

Direction of view to the main building at the EfW CHP Facility:
South-west



Description of properties' layout, access, and curtilage:
The three properties are all two storey properties likely to date from the mid to late twentieth century located close to New Drove so that there is minimal space for any planting immediately alongside their principal north-west facing frontages. The southern-most property possesses a long linear, well vegetated garden

and separate garage to the south-west and appears to also have ownership of the well vegetated garden area to its north-east (extending to the central property), but the central and northern properties only have small rear gardens on their south-eastern sides. The southern property only has one medium-sized ground and first floor windows in its north-western elevation and two small ground and two small first floor windows in its south-western elevation. The central property has three medium-sized first floor windows and one medium-sized ground floor window in its north-western elevation and one small ground floor window and one small first-floor window in its south-western elevation. Views from the ground floor window are foreshortened by the adjacent detached garage. The northern property has three medium-sized first-floor windows and two medium-sized ground floor windows in its north-western elevation and two small ground floor windows and one small first floor window in its south-western elevation. This south-western elevation is less than 2m away from the central property. It is highly likely that all first-floor windows in the north-western elevations are for bedrooms and that the properties' kitchens are at the rear (south-east). All access is along New Drove from the north-east.

Description of existing views available:
Except for views from windows in the south-west facing gable end elevation of the southern property, all views from gable end windows are foreshortened by neighbouring properties close by. Views from the former are heavily filtered by trees and shrubs in the adjacent garden. All views from windows in the properties' south-east facing windows and rear gardens extend across the relatively open, rough pasture of Little Boleness Field towards the A47. Views from the windows and front doors in the north-western elevations across New Drove only extend as far as the warehouses, light industrial units and Foster Business Park that are sited between New Drove and Boleness Road with some remnant areas of rough pasture and underused land. There is some mature screen planting along the Cadent gas pumping station and the corner of the Optimum Packaging site immediately to the west of the section of New Drove opposite the central and northern properties. These buildings sited of Boleness Road have a functional appearance and do not exceed ~10m in height. Any oblique views to the 33m high Cold Storage Unit at least 450m to the south-west are filtered by the limited tree cover alongside New Drove and the southern property's garden trees and shrubs.

Predicted change in view:
The coalescence of planting and built development alongside and close to the west and south-west of this section of New Drove will screen potential views from ground floor windows, the north-western frontages, and the curtilages of the three properties. The only exception might be parts of the linear garden at the southern property if its New Drove frontage hedgerow is severely trimmed back. Any views of the upper sections of the chimneys and main building at the EfW CHP Facility Site would be very partial, over a separation distance of at least 470m and in the context of lots of intervening industrial and warehousing type buildings. Whilst there would be slightly increased potential for oblique views from first floor windows in the north-west facing elevations, the same intervening factors would apply to reduce the role of the proposed EfW CHP Facility in these views. The upper section of the chimneys would be visible and act as a focal point. In the existing visual context of extensive, visually similar development, it is assessed that the magnitude of visual change would be Low for residents in these properties. Combined with their high sensitivity under GLVIA3 criteria, the result would be a Moderate level of effect for residents which would be Not Significant, given the restricted nature of views and the industrial context.

Effects upon residential visual amenity:
Given that the visual assessment outlined above concludes visual effects would be Not Significant, there is minimal scope for the visual presence of the Proposed Development to reach or cross the RVAT for this property group. Over a minimal separation distance of 470m, much of which is occupied by large-scale commercial and industrial type development of sharing similar visual characteristics, the EfW CHP Facility would not be overly intrusive from within these properties or their curtilages; as from most first floor rooms, and all internal and outdoor locations, and when accessing and leaving along New Drove, the EfW CHP Facility would not be visible. When visible, the upper section of the taller but relatively slender (90m high and 3.2m diameter) chimneys could not be considered visually overbearing. Consequently, the operation of the proposed the EfW CHP Facility would not breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live.

Table 9K.9 Property Group B: Cox Close & Ellerby Drive

Summary Description:
Three and two storey properties in the south-eastern corner of a more extensive post millennium residential development

Grid Reference:
546148, 307985

Property Group B – south-eastern elevation & rear garden fencing

Minimum distance to boundary of the main building at the EfW CHP Facility:
480m to north-west corner of main site

Minimum distance to proposed chimneys:
660m

Orientation of properties' frontage:
Varies but majority are either to north-east (Cox Close) or south-west (Ellerby Drive).

Direction of view to the main building at the EfW CHP Facility:
South-east

Description of properties' layout, access, and curtilage:
These 27 properties are in the south-eastern part of a more extensive residential development that is approximately a decade old. The properties vary between two and three stories height and are laid out informally. Close to the south-west is a Lidl supermarket and its carpark, whilst the properties are separated from Cromwell Road by commercial developments (branches of 'Screwfix' and 'Formula One Autocentre') in a long building ~8m high with pedestrian access from the development. The properties have only small rear gardens enclosed by 1.5m high close boarded fencing and their frontages open onto carparking areas with few soft landscaping elements and no street trees. Most properties have two upper and two ground floor medium-sized windows in their long elevations and one small upper and one small ground floor windows in their gable end elevations. The third storey of the three storey properties have dormer windows, however in the included properties all their dormer windows face into the residential development i.e., away from the EfW CHP Facility Site.

Description of existing views available: There are no properties orientated such that residents' have direct south-eastern views from the windows in their front or rear elevations. All views from ground floor windows and with the public or private parts of their curtilages are foreshortened by combination of boundary fencing, nearby residential properties, and adjacent commercial development. In views from the upper floor, rear windows of the estimated ten properties that back onto the south-western boundary, residents may have oblique south-eastern views that encompass parts of the Wisbech Retail Park and extensive commercial and industrial estates sited to the east of Cromwell Road, with the Lidl supermarket and then the large-scale Knowles Transport building dominating their direct south-western and southern views.
Predicted change in view: The upper section on the western and northern elevations of the boiler house at the EfW CHP Facility Site and the chimneys would be visible above a section of the developed south-eastern horizon. The minimum separation distance to the EfW CHP Facility would be 480m with the intervening area being entirely occupied by medium and large scale industrial and commercial buildings and land-uses. This context would serve to reduce visual contrast. These views would only be oblique views from the upper windows in the rear elevations of a properties of a proportion of residents. These would be likely to be bedroom windows. There would be unlikely to be any views available to Receptors from their ground floor windows and locations around or when accessing their properties. It is assessed that the magnitude of visual change would be Low or no effect for residents in these properties. Combined with their high sensitivity, the result would be a Moderate level of effect for residents which would be Not Significant, due to the intervening retail, commercial and light industrial development within the Wisbech Industrial Estate, with available views typically oblique in nature.
Effects upon residential visual amenity: Given that the visual assessment outlined above concludes visual effects would be Not Significant, there is minimal scope for the visual presence of the boiler house at the EfW CHP Facility Site and the chimneys to reach or cross the RVAT for any property in Property Group A. Over a minimal separation distance of 480m, which is occupied by medium and large-scale retail, commercial and industrial type development, the EfW CHP Facility would not be overly intrusive from any properties or their curtilages, from ground level windows and curtilages it would not be visible. When visible, the taller but relatively slender (3.2m width and 90m high) chimneys could not be considered visually overbearing. In the baseline context of extensive industrial and commercial development and occupying a maximum of 30° in the only available view, the EfW CHP Facility could not be interpreted as surrounding any of these properties, given the much closer proximity many large-scale buildings. Consequently, its operation would not breach the RVAT of turning otherwise satisfactory dwellings into unsatisfactory places to live.

3.2 Summary

3.2.1 The RVAA is a bespoke and proportionate assessment that accords with guidelines and established best practice. It utilises the results of the visual assessment in the ES and **Appendix 9J: Visual Assessment Table (Volume 6.4)**, augmented by more detailed site and desktop analysis to review the potential for the operation of the EFW CHP Facility to breach the RVAT and ascertain if it has the potential to be legitimately considered to be '*overwhelming/overbearing*' or '*overly intrusive*' and to '*potentially affects living conditions'* at any of the limited number of residential properties that are sited within the surrounding area.

3.2.2 Eight individual or small groups of properties have been identified for inclusion, of which the residents at two properties are assessed as sustaining Significant adverse visual effects during the operation of the proposed EfW CHP Facility. Other properties are sited too far away from the proposed EfW CHP Facility and/or benefit

from high levels of screening and/or are aligned so that their residents' views are directed away from the proposed EfW CHP Facility and its chimneys. The two closest properties sited off New Bridge Lane have the greatest potential for the main building and the chimneys to be considered as overwhelming or overbearing due to their proximity and, in the case of 10 New Bridge Lane, due to the relative absence of boundary or intervening screening elements at the commencement of the operation phase. At neither property is there any potential for the property to be considered as being surrounded by the Proposed Development.

3.2.3 The detailed analysis facilitated by the information in the proformas results in the RVAA concluding that the RVAT would not be breached. Both properties are in locations where their immediate surroundings have become strongly characterised by the extension of the light industrial and commercial development on the southern edge of Wisbech Industrial Estate over recent decades. Although 9 New Bridge Lane is closer to the EfW CHP Facility, it benefits from well-established and effective boundary planting and fencing and the close positioning of other industrial units that provide a good level of screening. These factors ensure that there is reduced potential for its residents' living conditions to be potentially affected.

3.2.4 10 New Bridge Lane has a more open location, especially following the proposed felling of a good proportion of the mature poplars and understorey scrub to the property's north at the start of the construction phase. Their removal will emphasise the visual role of the scale, height, and mass of the southern elevation of main and ancillary buildings at the EfW CHP Facility Site and the prominence of the closer vehicle holding area and main entrance. This situation will be partly ameliorated with the gradual establishment of mitigation landscape planting including a belt and a block of woodland close to the southern boundary of the EfW CHP Facility Site (as shown in **Figure 3.14: Landscape Mitigation Strategy (Volume 6.3)**). The retention of existing likely principal views to the south and relatively open views to the east of this property leads to the conclusion that the RVAT would not be breached.

Property Group B
Property 6
Property 1
Property 2
Property 3
Property 4
Property 5
Property Group A

Key

Order limits

EfW CHP Facility Site

Property Group;
Group A- southern end of New Drove
Group B- Cox & Ellerby Drive

Individual Properties;
1- Rose Bungalow and Caravans
2- 9 New Bridge Lane
3- 10 New Bridge Lane
4- Potty Plants, New Bridge Lane
5- The Chalet, New Drove
6- Iolanda Bungalow & Kennels, Cromwell Road

RVAA Study Area - 500m offset from the boundary of the EfW CHP Facility

0m 400m

Scale 1:6,000 @ A3

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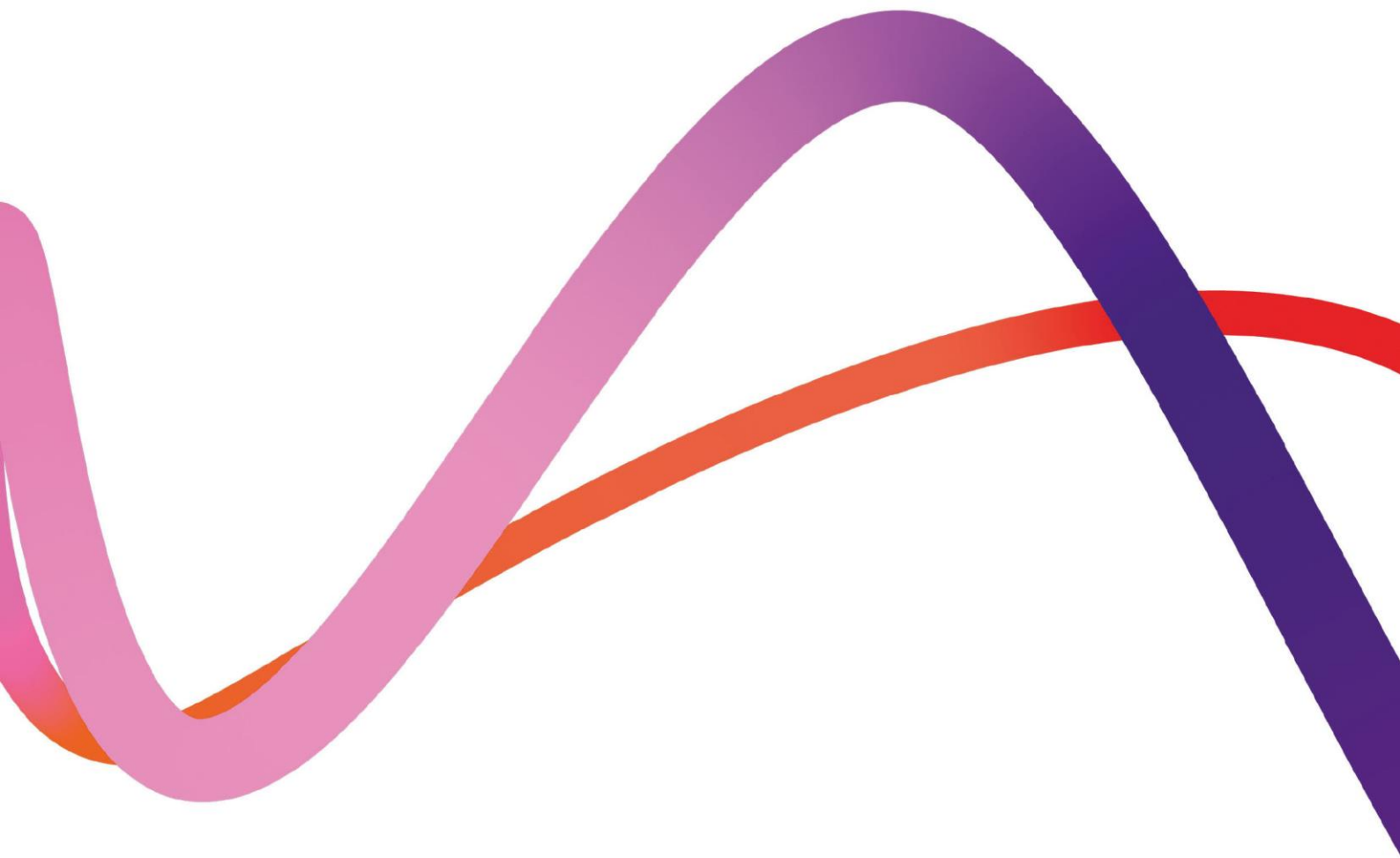
Appendix 9K Residential Visual Amenity Assessment

Figure 2.1
RVAA study area and properties included in RVAA
June 2022

wood.

41310-WOOD-XX-XX-FG-L-0069_S3_1.WOR Originator: JAMES HUNTER.



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PINS ref. EN010110
Document Reference: Vol 6.4
Revision 1.0
June 2022

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

We inspire with energy.

Appendix 9L
Visualisation Methodology

Contents

1. Methodology

1.1.1 This appendix sets out the process used to prepare the photomontage and Photowire visualisations, in accordance with Visual Representation of Development Proposals - Technical Guidance Note 06/19 published by the Landscape Institute in September 2019**.**

1.1.2 Type 4 photomontage visualisations have been prepared from Viewpoints 2, 5, 6, 7, 8, 9, 12, 13 and 16 are presented in **Figures 9.18, 9.21, 9.22, 9.23, 9.24, 9.25, 9.28, 9.29** and **9.32**. Type 4 Photowire visualisations have been produced from Viewpoint 1 and the remainder of the closer viewpoints where no significant effects are predicted i.e. Viewpoints 3, 4, 10, 11, 15, 18, 19 and 21 which are presented in **Figures 9.17, 9.19, 9.20, 9.26, 9.27, 9.31, 9.34, 9.35** and **9.37**. Type 3 Photowire visualisations (that do not require survey verification) have been prepared from the more distant viewpoints 17 and 22-30 and are presented in **Figures 9.38** to **9.46**. This sub-division of visualisation types was agreed during post PIER consultation with Cambridgeshire County Council in January 2022.

1.1.3 Each visualisation is typically presented on two sheets – the first sheet a: Existing view comprising baseline photography and the second sheet b: Visualisation comprising a Photowire or photomontage, depending on the viewpoint, as set out above. At Viewpoint 5 (**Figure 9.21**) an additional sheet is included in the sequence to illustrate the growth of mitigation planting (at Year 15 after completion), noting that from all other photomontage views the growth of mitigation planting would not be discernible.

1.1.4 No visualisations have been produced for Viewpoints 14, 17 and 20 as these viewpoints were included in the PIER exclusively to show earlier iterations of the grid connection that were to have been routed above ground. The final Proposed Development utilises a grid connection that will be undergrounded along its entire route, however Viewpoints 14, 17 and 20 have been retained in the ES for consistency and are presented as an existing view only as **Figures 9.30, 9.33** and **9.36**.

1.1.5 Photography was obtained using a Canon 5D (Mark II) with a fixed 50mm lens mounted on a tripod with a panoramic head with the centre of the lens at 1.5m above ground level. The use of the panoramic head allows the camera to rotate around the lens centre to minimise parallax effects between several photos that are stitched together to produce the resulting panoramic baseline photograph. A GPS reading recorded as 12 figure grid reference, accurate to ~5m was obtained and a photographic recorded of the tripod in context was taken.

1.1.6 The later survey verification requested at 18 viewpoints by Cambridgeshire County Council in January 2022 utilised the previously obtained photographs of the tripod location, combined with a careful alignment of features recorded in the original photography.

1.1.7 A Total Station[1] is used by the chartered surveyor to record the camera position (x.y.z to British National Grid). The aim was to identify a minimum of three target points in every view and these comprise features as close to the centre frame of the view as possible, to minimise potential distortion from selecting target points near the edge of the panorama where the stitching of frames can result in slight distortion. Potential markers close to the camera are also avoided where possible, given that a higher level of accuracy is achieved with more distant markers.

1.1.8 The survey data is supplied in an Excel document with a table for each viewpoint that contains the x,y,z coordinates for the camera and surveyed referenced points. This data is used to align and verify the model in the Type 4 Photowire and photomontage views.

1.1.9 A full-scale model produced in Sketchup was prepared from the Architect's plans and elevations and is geo-located. The model is exported to specialist 3d rendering software and additional materials and colour adjustments are made. Rendered outputs are produced from the surveyed camera positions for each viewpoint using corresponding lens settings. Accurate lighting environment is achieved by inputting time, date and location of photography.

1.1.10 The surveyed marker points were located using AutoCAD to correct co-ordinates relative to the main building components of the EfW CHP Facility. The building model and markers were then exported to 3D rendering software (Lightwave 3D) and camera views set up in order that the rendered output of the architect's model could be accurately aligned against the building markers and other surveyed markers in each of the corresponding photographic views.

1.1.11 The outputs from the 3D rendering software (with and without the survey markers) are overlaid in Adobe Photoshop over the top of the baseline photograph. Any parts of the render that would be screened by intervening features is masked and the final image produced.

[1] A Total Station is a surveying tool consisting of a theodolite and integrated distance measuring device.

2. Verification markers

2.1.1 The verification markers surveyed at each of the 18 viewpoints presented as Type 4 Photowire and Type 4 photomontage are presented on the following pages in this Appendix as **Figures 2.1 to 2.18**. The markers are depicted as red 'cones' representing the surveyed points that were inputted into the 3D computer model, noting these red 'cones' decrease in size with distance.

Photograph Parameters Viewpoint 1:

Location grid reference: 545596, 307642

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.1
Viewpoint 1:
Eastern end of New Bridge Lane
Verification View

June 2022

wood.

C:\Users\jonathan.dawkins\Desktop\Medworth_verification data\Figure 9.1 F 4.15 B WOOD.XX.XX.GS.-.0018.9.1 - Viewpoint 1.indd Originator: Jonathan Dawkins

Photograph Parameters Viewpoint 2:

Location grid reference: 545338, 308472

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.2
Viewpoint 2:
Lidl Carpark west of Cromwell Road
Verification View

June 2022

wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.18 4310-WOOD-XX-XX-FIG-L0040_S3_1 - Viewpoint 2.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 3:

Location grid reference: 544888, 308115

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.3
Viewpoint 3:
North Brink south of Mile Tree Lane
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.19 4130 WOOD-XX-XX-FIG-L-0041-S3_1 - Viewpoint 3.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 4:

Location grid reference: 546339, 308135 Camera: Canon EOS 5D Mk II, FFS

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Figure 2.4
Viewpoint 4:
Northern end of New Drove
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.20 4310-WOOD-XX-XX-FIG-LI042_53_1 - Viewpoint 4.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 5:

Location grid reference: 544734, 307429

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.5
Viewpoint 5:
A47 east of roundabout junction with the B198
Verification View

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wood.

Photograph Parameters Viewpoint 6:

Location grid reference: 546535, 307664 Camera: Canon EOS 5D Mk II, FFS Distance to chimneys in the EfW CHP Facility: 1.06km

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Figure 2.6
Viewpoint 6:
Halfpenny Lane Byway north of A47 Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.22 4130-WOOD-XX-XX-FIG-L-0044-S3_1 - Viewpoint 6.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 7:

Location grid reference: 545567, 309191

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.7
Viewpoint 7:
North Brink at Elgood's Brewery
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.23 4110-WOOD-XX-XX-FIG-L-0045_S3_1 - Viewpoint 7.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 8:

Location grid reference: 546809, 307118

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.8 Viewpoint 8: PRoW Halfpenny Lane northwest of Elm Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.24 13(1) WOOD XX-XX-FG-L-0046_S3_1 - Viewpoint 8.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 9:

Location grid reference: 545991, 306445

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.9
Viewpoint 9:
NCR 63 Begdale Road Between Elm & Begdale
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.25 413 10 WOOD XX XX FIG L 0047_53_1 - Viewpoint 9.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 10:

Location grid reference: 545864, 309644

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.10
Viewpoint 10:
Southern frontage of Peckover House on North Brink
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.26b 41310-WOOD-XX-XX-FG-L-0048_S3_1 - Viewpoint 10.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 11:

Location grid reference: 546570, 309845

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.11
Viewpoint 11:
Wisbech Park
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.27 4310-WOOD-XX-XX-FIG-L0049_53_1 - Viewpoint 11.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 12:

Location grid reference: 544485, 310518

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.12
Viewpoint 12:
PRoW - 'The Still' - south of Leverington
Verification View

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wood.

Photograph Parameters Viewpoint 13:

Location grid reference: 542985, 306264

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.13
Viewpoint 13:
Nene Way by Cold Harbour Corner
Verification View

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wood.

Photograph Parameters Viewpoint 15:

Location grid reference: 542591, 307898

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.14
Viewpoint 15:
Eastern side of Wisbech St. Mary Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.31 4130 WOOD XX XX FIG L 0053_S3_1 - Viewpoint 15.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 16:

Location grid reference: 549735, 308355

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.15
Viewpoint 16:
Lady's Drove, south of Chequers Corner, Emneth
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.32 4130 WOOD XX XX FIG L 0054 S3_1 - Viewpoint 16.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 18:

Location grid reference: 540511, 304448

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.16
Viewpoint 18:
Minor road on eastern edge of Guyhirn
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.34 4110 WOOD XX-XX-FIG-L-0056_S3_1 - Viewpoint 18.indd Originator: Jonathan Stephens

Photograph Parameters Viewpoint 19:

Location grid reference: 550211, 303493

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.17
Viewpoint 19:
The Common and Pius Drove, Upwell / Outwell area
Verification View

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wood.

Photograph Parameters Viewpoint 21:

Location grid reference: 551092, 312210

Camera: Canon EOS 5D Mk II, FFS

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Figure 2.18
Viewpoint 21:
NCR1 at southern end of West Drove, Walpole Highway
Verification View

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wood.

C:\Users\jonathan.stephens2\Desktop\Medworth verification data\Figure 9.37 4130-WOOD-XX-XX-FIG-L-0059_S3_1 - Viewpoint 21.indd Originator: Jonathan Stephens