

## 20 LANDSCAPE AND VISUAL

### 20.1 Introduction

20.1.1 This section of the ES describes the existing environment in relation to landscape and visual resources and assesses the potential effects of the construction, operation and decommissioning phases of the proposed scheme on these resources.

20.1.2 **Section 20.2** considers planning policy in relation to landscape and visual resources. **Sections 20.3 and 20.4** summarise relevant consultation responses and methodology respectively, with full assessment methodology provided at **Appendix 20.1**. **Section 20.5** describes the existing environment within the study area. **Sections 20.6, 20.7 and 20.8** summarise potential impacts of the scheme at construction, operational and decommissioning phases respectively, with an analysis of impacts provided at **Appendices 20.2 and 20.3**. A Lighting Impact Assessment is provided at **Appendix 20.4**. **Section 20.9** reviews landscape and visual impact on planning policy. **Section 20.10** describes inbuilt mitigation measures that have been taken into account during assessment of the scheme. **Section 20.11** provides a summary of the assessment. Figures referred to in this chapter are included at **Appendix 20.5**.

### 20.2 Legislation, policy and guidance

#### *National Planning Policy Framework*

20.2.1 The existing landscape within and surrounding the Wilton site is not subject to protection at the highest level (National Parks or Areas of Outstanding Natural Beauty, as referred to in the NPPF at paragraphs 115 and 116). On this basis NPPF policy in relation to landscape has not been considered further in this assessment.

#### *NPS for Ports*

20.2.2 The NPS for Ports (Department for Transport, 2012) states that the landscape and visual effects of proposed projects will vary on a case by case basis according to the type of proposed scheme, its location and the landscape setting of the proposed scheme. The NPS states that the applicant should carry out a landscape and visual assessment and report the findings in the ES. The landscape and visual assessment should include reference to any landscape character assessment and associated studies, as a means of assessing the impacts relevant to the proposed scheme.

20.2.3 The assessment should include the effects during construction of the proposed scheme and the effects of the completed scheme and its operation on landscape components and landscape character. The assessment should also include the visibility and conspicuousness of the proposed scheme during construction and of the presence and operation of the proposed scheme and potential impacts on views and visual amenity. This should include any light pollution effects on local amenity, rural tranquillity and nature conservation. A lighting impact assessment is included at **Appendix 20.4**.

### ***Borough of Redcar and Cleveland***

#### ***Local development framework***

- 20.2.4 The local development plan comprises the Redcar and Cleveland Local Development Framework (LDF). The LDF is made up of a Core Strategy Development Plan Document (DPD) and Development Policies DPD, both adopted in July 2007. DPDs are supported by Supplementary Planning Documents and an online Proposals Map.
- 20.2.5 Updated planning strategy has been prepared (Publication Local Plan) but after consideration by the Borough Council in July 2014 was not approved. On this basis the 2007 LDF remains the extant development plan for the Borough and has been considered in this ES.

#### ***Core Strategy DPD***

- 20.2.6 Policy CS22 Protecting and Enhancing the Borough's Landscape states:

*"The overall approach will be to protect and enhance the Borough's landscape based on the character areas identified through the Landscape Character Assessment. Priority will be given to the protection and enhancement of the landscape character and natural beauty of the North Yorkshire and Cleveland Heritage Coast.*

*Development will not be allowed if this would lead to the loss of features important to the character of the landscape unless the need for the development outweighs the landscape considerations. Where development is justified, proposals will include measures to enhance, restore or create the special features of the landscape. In such circumstances, priority will be given to the creation of habitats to support local and regional biodiversity targets and the planting of new hedgerows, trees and woodlands to support the Tees Forest Strategy will be encouraged."*

- 20.2.7 The landscape character assessment referred to in Policy CS22 is the Redcar and Cleveland Landscape Character Assessment, April 2006.
- 20.2.8 The proposed scheme does not lie within any Landscape Character Areas identified in the 2006 assessment but has the potential to cause indirect impacts within views from adjoining character areas.
- 20.2.9 Policy CS23 of the Core Strategy DPD, Green Infrastructure (b) identifies the tract of open land to the immediate east of the section of the proposed scheme within the Wilton site, as a green wedge. The policy seeks to protect and enhance the quality, value, multi-functionality and accessibility of green wedges.

#### ***Development Policies DPD***

- 20.2.10 The Development Policies DPD sets out more detailed policies relating to development. Policies relevant to landscape and visual effects are set out below:

#### 20.2.11 Policy DP2 Location of a Development

*“In assessing the suitability of a site or location, development will be permitted where it:*

- c) Does not cause a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties;*
- d) Does not result in the unacceptable loss or significant adverse impact on important open spaces or environmental, built or heritage assets which are considered important to the quality of the local environment;*
- e) Minimises any adverse impact on the overall character of the streetscape or landscape of the area;”*

#### 20.2.12 Policy DP3 Sustainable Design

*“All development must be designed to a high standard. Development proposals will be expected to:*

- a) Respect or enhance the character of the site and its surroundings in terms of its proportion, form, massing, density, height, size, scale, materials and detailed design features;*
- b) Include a layout and design that takes into account the potential users of the site and does not cause a significant adverse impact on residential amenity;*
- d) Respect or enhance the landscape, biodiversity, geological and heritage designations that contribute positively to the site and the surrounding area;”*

#### **Landscape Character SPD**

- 20.2.13 The purpose of Landscape Character SPD is “to ensure that new proposals for development are consistent with the policies of the Local Development Framework and also respect the landscape character of the Borough” (Paragraph 1.2).
- 20.2.14 The SPD does not set out policy aims in respect of landscape character but provides guidance on how development proposals should be influenced by landscape character, based on the differing qualities of the Landscape Tracts (or Broad Character Areas as referred to in the SPD) that are set out in the 2006 Landscape Character Assessment.
- 20.2.15 The proposed scheme does not lie within any Landscape Character Areas identified in the SPD.
- 20.2.16 Built form guidance in the Landscape Character SPD is primarily aimed at residential design and settlements rather than agricultural structures. General built form guidance however (p 29 in the SPD) refers to the use of colour including the use of darker colours and tones. Grey browns and warm greys are considered appropriate in the landscape with the recommendation that darker colours should be used for roofs.
- 20.2.17 A review of landscape and visual impacts in relation to planning policy is provided in **Section 20.10** of this section.

## 20.3 Consultation

20.3.1 A summary of the comments included in the PINS Scoping Opinion along with responses received to consultation under Section 42 of the Planning Act 2008, with regard to landscape and visual character is presented in **Table 20-1**.

## 20.4 Methodology

### Study area

20.4.1 The extent of the study area adopted for this assessment was a 1km zone from the boundary of the proposed scheme. This extent of study area is relevant to the setting and scale of the proposed scheme. Within this zone, receptors with potential visibility of any part of the proposed scheme were identified. In addition, selected (high sensitivity) distant receptors outside the 1km zone have also been considered.

**Table 20-1 Summary of scoping comments received from PINS and in response to Section 42 consultation with regard to landscape and visual character**

Consultation Comment	Response / Section of the ES in which the comment has been addressed
<b>Scoping Opinion (January 2014)</b>	
<i>Secretary of State</i>	
The Secretary of State recommended the applicant discusses the proposed LVIA with the local authorities on the opposite side of the Tees estuary, in addition to RCBC.	The PER was submitted to Stockton Borough Council in September 2014. No comments were received on the approach to the LVIA.
The Secretary of State advised the use of a Zone of Theoretical Visibility (ZTV) to provide information on the potential visibility of the proposed development site.	<b>Appendix 20.1.</b>
The ES should describe the methodology and model used, provide information on the area covered and timing of any survey work.	<b>Section 20.4 and Appendix 20.1</b>
The Secretary of State advises that viewpoints are agreed with the local authorities and should include the key road and rail viewpoints as mentioned in the scoping report, and publically available viewpoints within the area. Views from across the estuary should be included as well as night time views.	<b>Section 20.4, Appendix 20.1</b> (Points 1, 2 and 3) and <b>Appendix 20.4</b> (Point 4)
The Secretary of State requests that consideration should be given to the form, siting and use of materials and colours to minimise adverse effects.	<b>Section 20.10</b>
The applicant is advised to consider how the landscape proposals on the site can be developed to minimise visual impact and consider effects on landscape character.	<b>Section 20.10</b>

Consultation Comment	Response / Section of the ES in which the comment has been addressed
<i>Natural England</i>	
The EIA should include a full assessment of potential impacts on local landscape character. Natural England encourages the use of Landscape Character Assessment (LCA) based on the good practice guidelines produced by the Landscape Institute and Institute of Environmental Assessment.	<b>Section 20.6 and Appendix 20.2</b>
Natural England supports the publication Guidelines for Landscape and Visual Impact Assessment, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3 <sup>rd</sup> Edition).	Noted; see <b>Appendix 20.1</b>
In order to foster high quality development that respects, maintains, or enhances local landscape character and distinctiveness, Natural England encourages all new development to consider the character and distinctiveness of the area, with the siting and design of the proposed development reflecting local design characteristics and wherever possible using local materials.	<b>Sections 20.5, 20.6 and 20.7 (and Appendix 20.2)</b>
The assessment should include the cumulative effect of the development with other relevant existing or proposed developments in the area.	Refer to CIA (Document 6.6)
The assessment should refer to relevant National Character Areas.	<b>Section 20.5</b>
<b>Section 42 consultation responses</b>	
<i>National Grid</i>	
If a landscaping scheme is proposed as part of the proposal, only slow and low growing species of trees and shrub should be planted beneath and adjacent to existing overhead lines to reduce the risk of growth to a height which compromises statutory safety clearances.	Noted

### **Specific methodology and overview of approach**

- 20.4.2 The assessment methodology used within this section of the ES is based on the Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute and Institute of Environmental Management and Assessment, 2013.
- 20.4.3 The Guidelines for Landscape and Visual Impact Assessment are not prescriptive and set out a general approach that should be tailored to the specific circumstances of the proposed scheme that is being assessed. The methodology that was adopted for the proposed scheme is presented within **Appendix 20.1**. Briefly, the assessment process comprised:
- establishment of baseline landscape and visual conditions within the study area, including reference to any existing Landscape Character Assessments (LCA) that may be available;
  - identification of potential landscape and visual receptors and assessment of their sensitivity to change; and,
  - assessment of the effects of the proposed scheme on receptors at construction and operational stages of the project.

- 20.4.4 Mitigation measures to be employed in the construction, operation and decommissioning stages are described where appropriate. They are assumed to be inbuilt to the project and have been taken into account for the purposes of assessing scheme effects.
- 20.4.5 Landscape and visual effects have been considered separately, to enable an understanding of both the general effects of the scheme and effects on specific receptors. Landscape effects relate to both direct physical effects of the scheme (for example changes to topography or loss of existing vegetation cover) and effects on wider landscape character, including perceptual effects. Visual effects include those on people within the landscape including residents, users of public rights of way and roads and recreational users of the landscape. Views from Conservation Areas, Listed Buildings and Scheduled Monuments have also been considered where these features are expected to be used by tourists. It should be noted that this part of the ES has only addressed effects in views of cultural heritage resources, with effects on settings being considered as part of the cultural heritage assessment (see **Section 15**).
- 20.4.6 Effects have been identified as either reversible or irreversible and the duration of effects have been considered. Effects are described as being either beneficial or adverse depending on whether they are considered to have a positive or negative respective effect on the landscape or within views.

#### *Significant impacts*

- 20.4.7 For the purposes of the EIA Regulations, landscape and visual impacts identified as being moderate, moderate major or major should be considered as being significant impacts and should be taken into account during the decision making process.

#### *Development options and phasing*

- 20.4.8 Design options have been retained for the scheme as follows:
- two conveyor routes from the proposed MHF site passing to the north and south of Bran Sands lagoon; and,
  - solid or open quay structure alternatives are proposed for the port terminal at Bran Sands, both with accompanying 35m high (maximum) twin surge bins including conveyor access and shiploader cranes.
- 20.4.9 The assessed horizontal and vertical alignments of the conveyor route options are presented in **Section 3**, and shown on **Drawings PB1586-SK420** and **PB1586-SK421 (Section 3)**. For the purposes of this assessment a 'worst case' conveyor and transfer tower height of 25m has been assessed along the length of the conveyor, with the final section of conveyor rising up to 35m height above ground level to meet the surge bins.
- 20.4.10 Sections of the conveyor route, including the section between the MHF and A1085 bridge crossing, the Middlesbrough to Redcar railway crossing section, the section above the sewage works access road crossing and the Dabholm Gut crossing would be built using a complete enclosing, elliptical housing in Phase 1; Phase 2 works would comprise installation of a second conveyor inside the Phase 1 housing. Some external access is anticipated during Phase 2 construction works along these sections, but is

expected to be low key and short term. Other sections of the conveyor route (as indicated on the **Drawings PB1586-SK1040 to SK1046** and **Drawings PB1586-SK490 to SK497** in **Section 3**) would be 'open' structures, with the Phase 2 component, on the western side of the Phase 1 conveyor, being clearly visible during the construction period. Additional information regarding the proposed scheme design is presented in **Section 3** (including **Drawings PB1586-SK411, PB1586-SK412, PB1586-SK414, PB1586-SK417, PB1586-SK418** and **PB1586-SK419** which are contained within **Section 3**, and show different treatments of the conveyor).

- 20.4.11 The section of conveyor from the MHF to the Hot Metal rail bridge, including the bridge crossing of the A1085, would be designed to a higher architectural standard than less visible sections of conveyor. For the purposes of this assessment a basic engineering profile (the elliptical housing with assumed functional rather than architectural supports) has been used to identify potential worst case visual impacts. However, it should be noted that the final architectural design of the bridge has the potential to become a gateway feature and could equally be perceived as a positive, rather than negative, addition to the view.
- 20.4.12 The port terminal would be constructed in two phases with one storage surge bin, the northern section of quay and a single shiploader forming the first phase and a southern quay extension, additional shiploader and an additional storage surge bin forming the second phase. For the purposes of this assessment it has been assumed that construction access for both phases would run along the southern edge of the Bran Sands lagoon and that this route would also be used for operational access.
- 20.4.13 For the purposes of LVIA assessment it is considered that there is no material difference between the open or solid quay alternatives in terms of likely effects, with the taller (and more visible) surge bins and shiploader structures being common to both options.

## 20.5 Existing environment

### *Location*

- 20.5.1 The proposed port facility is located at Bran Sands on the south bank of the Tees estuary within the borough of Redcar and Cleveland. The port terminal is proposed to be linked via conveyor to the proposed MHF site at Wilton to the south west, beyond the A1085 trunk road.
- 20.5.2 **Figure 2316-LVIA-01 (Appendix 20.5)** shows the development in aerial photographic context and **Figure 2316-LVIA-02 (Appendix 20.5)** shows the wider topographic context. Photographs (reference view 1 to view 23) on **Figures 2316-LVIA-05 to Figure 2316-LVIA-12 (Appendix 20.5)** illustrate the nature of existing landscape character within the study area. Photographic view locations are shown on **Figure 2316-LVIA-01 (Appendix 20.5)**.

### *Designated sites*

- 20.5.3 The proposed scheme boundary does not contain any features or areas designated for their landscape value.

### *Physical landscape features*

- 20.5.4 The proposed port terminal site comprises a grassed man-made embankment with access road and associated river frontage on the south bank of the Tees estuary to the immediate south of the SSI Steel Works. The footprint of the proposed port terminal is backed by an artificial lagoon (Bran Sands lagoon) and raised landforms.
- 20.5.5 The proposed conveyor corridor comprises grassland with occasional scrub and trees to boundaries of the Wilton MHF site and within the Wilton MHF site (views 9, 10, 14, 22 and 23), semi-mature tree and shrub cover along the A1085 road corridor (views 6, 11 and 12) and coarse grassland with occasional regenerating scrub along the proposed conveyor routes north of the A1085 (views 15, 16 and 17). Typically the conveyor routes follow existing industrial pipeline and access corridors (views 13, 14, 15, 16 and 17). An area of land designated as Entry Level Stewardship and an Energy Crop Scheme is present within the footprint of the proposed conveyor from the MHF at Wilton to the A1085 roundabout (visible behind boundary tree and shrub cover in views 9, 22 and 23). Topography within the quay site and along the conveyor routes is flat at between 5-10m above OD but is often surrounded or interrupted by higher man-made ground and embankments, including road and rail access corridors (for example views 12 and 15) and a raised landfill site across the eastern section of the Bran Sands site (views 16 and 17).

### *Landscape character*

- 20.5.6 Landscape character within the study area is shown on **Figure 2316-LVIA-03 (Appendix 20.5)**.

### *Regional scale landscape character*

- 20.5.7 At a national scale, landscape character within England is subject to national mapping by Natural England, with the country being sub divided into a series of National Character Area (NCA) profiles. Each NCA profile is based on distinct regional scale landscape and natural features and is reported in the form of a boundary, key characteristics and textual description. The site and surrounding study area lie within NCA 23: Tees Lowlands. Key characteristics for the Tees Lowlands are described as follows (with key characteristics or elements of key characteristics relevant to the site and study area shown in **bold text**):

- a broad, low-lying and open plain of predominantly arable agricultural land, with low woodland cover and large fields, defined by wide views to distant hills;
- **a large area of urban and industrial development around the Tees Estuary, much of which is on reclaimed land**, contrasts with the quieter rural areas to the south and west;
- **major industrial installations around Teesmouth form a dramatic skyline, but are juxtaposed with expansive mudflats, sand dunes and salt marshes which are nationally and internationally designated for their assemblage of waterfowl;**
- slow-moving rivers Tees and Leven meander through the landscape with steep, well-wooded banks;
- a distinctive area of low-lying farmland with remnants of former wetland habitat in the flood plain of the River Skerne to the north-west;

- Permo-Triassic red mudstones and sandstones are masked by glacial drift and alluvial material but can be seen outcropping at the coast in places;
- **brownfield sites where semi-natural vegetation has started to regenerate on previously developed land;** and,
- **green corridors such as minor valleys and former railway lines provide links between urban areas and the surrounding countryside.**
- Local scale landscape character

20.5.8 At a local scale LCA has been undertaken by RCBC, Stockton on Tees Borough Council and Hartlepool Borough Council.

*Redcar and Cleveland*

20.5.9 The Redcar and Cleveland LCA study does not include the footprint of the proposed scheme or its immediate surroundings within the identification and appraisal of landscape character areas. The Redcar Flats Landscape Tract lies to the north of the site with Character Areas R4 (Coastal Marsh – Coatham Marsh) and R5 (Sandy Shoreline – Coatham Sands), lying some 300m (R4) from the conveyor route and 1.5km (R5) from the proposed quay respectively. The coastal zone of the Redcar Flats Landscape Tract is classified in the Redcar LCA as a Sensitive Landscape due largely to maritime exposure and potential openness to views of development.

20.5.10 Generally, intervisibility between Character Area R4 and the proposed site is limited by intervening high ground and large scale industrial buildings (see view 5).

20.5.11 Distant views from Character Area R5, near South Gare Breakwater, to the proposed quay are possible, therefore effects on the character area are considered in this assessment (see views 2, 3 and 4 from the extreme north western edge of the character area). Key characteristics for character area R5 include:

- an essentially flat landform with coastal dune system, areas of standing water, pockets of coastal marshy pasture and occasional interruption by man-made landforms;
- coastal location with expansive open views across the mouth of the Tees and to the North Sea;
- close range views of the adjoining steelworks complex including very large scale structures, flare stacks and plumes of steam; and,
- presence of extensive intertidal nature conservation areas of international importance.

20.5.12 To the south of the Wilton MHF site, Character Area R3 comprises historic parkland, a cluster of heritage features and tourist attractions at Kirkleatham. This area lies approximately 1.7km south west of the most easterly point of the proposed conveyor routes and is not intervisible with the conveyor or quay development. This character area is therefore not considered further within this assessment.

20.5.13 Very distant views towards the site are possible from steeply rising ground along the Eston Hills, which rise from the Tees Lowlands and form foothills to the Cleveland Hills further to the south (see views 18 and 19). This area is identified as the Eston Hills Landscape Tract with Character Area E2 (Escarpment) being open to views over the Teesside Lowlands and industrial complex at Lazenby Bank and Eston Nab (6.7km to quay site). The escarpment area is identified as being a Sensitive Landscape

primarily in terms of its ability to accommodate new development rather than the availability of or effects within open views over the Tees Lowlands. The proposed conveyor structures would not be discernible within views from the character area and proposed quay structures would be in keeping with and contained within a setting of existing large scale industrial and port infrastructure. Given the context of the proposed scheme within views from the character area and the distance involved the character area is not considered to be susceptible to the changes proposed and was not considered further in this assessment.

20.5.14 Landscape character within the core of the study area is not described in the Redcar and Cleveland LCA but can be described as Industrialised Estuary, with key characteristics as follows:

- flat, low lying reclaimed estuary occupied by extensive large scale industrial complexes;
- non-industrial areas are dissected by above ground pipelines, major road and rail corridors including associated embankments and structures, lending an urban character overall;
- occasional pockets of regenerating grassland and scrub are present amongst infrastructure;
- distant views are possible from elevated areas, including to the Eston Hills in the south, but are always dominated by the presence of large scale industrial development; and,
- perceptual landscape character is overwhelmingly industrial with a continuous presence of significant visual detractors and industrial noise and smells.

#### Stockton on Tees

20.5.15 To the north and west of the River Tees the landscape is identified as the East Billingham to Teesmouth Character Area in the Stockton on Tees Borough Council LCA. Relevant key characteristics for the parts of this character area within the LVIA study area include:

- industrial landscape fringing Billingham integrated with large areas of open space including wetlands and reclaimed semi improved pasture;
- industry dominates the area to the east along the River Tees; and,
- open space within industrial areas contains significant wildlife value with a number of ecological designations present including SSSIs, Site of Nature Conservation Importance (SNCI), SPA, Ramsar site and Teesmouth NNR.

20.5.16 The part of the East Billingham to Teesmouth Character Area closest to - and intervisible with - the proposed scheme lies at Seal Sands. This area is entirely dominated by large scale industrial complexes including refineries and chemical works. Public access is not permitted into this area. More distant views towards the site are possible from areas of open estuarine farmland along the A178 road corridor (see view 20).

#### Hartlepool

20.5.17 To the north of the River Tees and north of the Seaton on Tees Channel the landscape lies within the borough of Hartlepool and has been identified as Coastal Fringe Landscape Type within the borough LCA. The landscape type is not broken down into landscape character areas and key characteristics are not provided. For the part of the Coastal Fringe Landscape Type where intervisibility occurs with the proposed scheme, key characteristics may be summarised as:

- exposed, low lying coastal zone with beaches, dune systems and open pastoral farmland;
- presence of international value wildlife sites including Teesmouth NNR;
- visually dominating large scale industrial works lie within the character area at North Gare Sands, with associated aural and olfactory effects on perceptual landscape character;
- expansive seascape views across the mouth of the Tees estuary and to the North Sea, with occasional shipping movements and with offshore wind turbines forming prominent detractors;
- expansive views south and eastwards across the Teesmouth industrial complex to the Eston Hills beyond; large scale port infrastructure, steelworks, refineries, flare stacks, cooling towers and chemical plants dominate the lower horizon; and,
- night time character is dominated by extensive bright lighting and flare stacks across the Teesmouth industrial complex.

20.5.18 Open views are possible from the south eastern edge of the Coastal Fringe Landscape Type across the River Tees to the proposed quay site at Bran Sands (view 1).

#### *General views towards the site*

20.5.19 The photographs (reference view 1 to 20) included in **Figures 2316-LVIA-05 to 2316-LVIA-12 (Appendix 20.5)** illustrate the nature of existing views towards the site. Photographic view locations are shown on **Figure 2316-LVIA-01 (Appendix 20.5)**.

20.5.20 In general, local views toward the proposed port facility are limited by surrounding large scale industrial development including very large scale buildings, artificial landforms, perimeter fencing and external storage areas.

20.5.21 To the north and east of the Wilton MHF site, views towards the conveyor routes from public rights of way, public open space and residential properties at Dormanstown are heavily screened or blocked by intervening tree and shrub belts located along the eastern edge of the Wilton International complex (views 7, 8, 9 and 10). Upper sections of taller industrial structures are visible from areas set back from screen planting and are seen against the rising backdrop of the Eston Hills in the south or against the skyline to the west. Views from the western edge of the Redcar built up area, along Kirkleatham Lane, are mainly screened by foreground tree and shrub planting although views of tall structures at the Wilton International site are possible against the far horizon at breaks in cover.

20.5.22 The A1085 highway corridor is mostly contained by maturing screen planting along both sides of the road (views 6, 11 and 12). Locally, close range views of the conveyor corridor are possible from the A1085 road on embankment at Lord McGowan Bridge, including views from cycle lanes and footpaths to both sides of the highway (views 13, 14 and 15). The Teesdale Way recreational route follows the northern side of the A1085 northwards from Lord McGowan Bridge. Within all available views, character is dominated by industrial and urban development.

20.5.23 At the north western outskirts of Redcar distant views towards the conveyor corridor are possible from Warrenby, including an elevated section of Tod Point Road but views of ground level activity are blocked by intervening raised man-made landforms (view 5). Potential views towards the quay site from this location are blocked by large scale industrial buildings associated with the Redcar (SSI) Steel Works.

- 20.5.24 Distant views southwards to the proposed harbour facility site, inland along the River Tees and into the heart of the Teesmouth industrial complex are possible from beaches, sand dunes, marina and the pier along South Gare Breakwater (views 2, 3 and 4). Although the Bran Sands frontage is not directly in the view, any taller structures would be visible.
- 20.5.25 Similar distant views, south westwards, across the River Tees, to the proposed harbour facility frontage are possible from open beaches and dunes at North Gare Sands and Teesmouth NNR, on the north bank of the river to the north west of the quay site (view 1).
- 20.5.26 Very distant views towards the site area possible from flat, open areas along the A178 road corridor to the west of Seal Sands (view 20) and from the elevated panoramic viewpoint at Eston Nab (242m AOD) located on rising ground within the Eston Hills escarpment approximately 6.7km south of the quay site (views 18 and 19).

### *Night-time Environment*

- 20.5.27 As noted at **Appendix 20.4**, the proposed scheme is located within a highly developed urban and industrial area where extensive bright lighting is present, both immediate adjoining the proposed scheme and within the wider environs. Floodlighting masts, flare stacks, illuminated petrochemical structures, building lighting and aviation warning lights form tall light sources across the area, above widespread lighting closer to ground level. Multiple direct bright light sources and strong skyglow are characteristic of the wider Tees estuary industrial complex.

### *Visual receptors*

- 20.5.28 Visual receptors that are located within the study area and which potentially could be affected by the proposed scheme are described below. The photographs on **Figures 2316-LVIA-05 to 2316-LVIA-11 (Appendix 20.5)** also illustrate the nature of existing views towards the site from visual receptors. Photographic view locations are shown on **Figure 2316-LVIA-01 (Appendix 20.5)**.

### *Residents*

- 20.5.29 Residential areas at Dormanstown lie within approximately 100m to 200m of the conveyor route envelope. Ground level views from the closest properties (at Wilton Avenue and Broadway West) towards the conveyor route are typically screened or heavily filtered by intervening palisade fencing and tree and shrub belts (views 8, 9, 10 and 23). Where limited views towards the site are possible, taller industrial structures associated with the Wilton International site are visible but ground level activity typically remains hidden.
- 20.5.30 Properties set further back from the site boundary (at Armitage Road) experience more open views towards the scheme, although many gardens are enclosed by tall boundary fencing. Within available views the scheme would be seen against a skyline that contains existing industrial features and tall lighting masts (views 22). Woodland planting has been established within an area of public open space that lies within the view towards the proposed scheme (views 9, 22 and 23). In time this planting is predicted to mature and screen or heavily filter available views west towards the proposed scheme.

- 20.5.31 More distant views towards the conveyor route envelope from built up areas along Kirkleatham Lane, approximately 1.4km east of the Wilton MHF site are screened by intervening vegetation cover and built up areas at Dormanstown. Views towards the conveyor route envelope from outlying properties at Foxrush Farm (800m east) and Manor Farm (1.3km south) are similarly screened.
- 20.5.32 Potential distant views from residential areas at Warrenby and Coatham, approximately 1.4km to the north east of the conveyor route and 3km east of the quay site are blocked by a combination of intervening higher ground and large scale industrial buildings (view 5).

#### ***Users of public rights of way***

- 20.5.33 Several public rights of way lie close to the conveyor route envelope, including footpaths 116/31/1, 116/31/2 and bridleways 116/9/1 and 116/9/2 (Teesdale Way) (view 16). Close range views would be possible from footpaths 116/31/1 and 116/31/2 to the conveyor corridor and proposed construction access road (view 17). Open views, through intervening fencing, pipelines and occasional scrub vegetation towards the conveyor corridor are possible from bridleways 116/9/1 and 116/9/2.
- 20.5.34 Bridleway 116/10/1 and 116/10/2 runs along the eastern edge of the Wilton International complex before entering built up areas at Dormanstown. Potential views towards the conveyor routes are screened by a combination of foreground boundary planting and willow biomass planting within the Wilton site (views 9 and 23).
- 20.5.35 The Teesdale Way recreational route follows the line of bridleways 116/9/1 and 116/9/2 before rising onto the A1085 on embankment and following the road corridor north eastwards. The section of the Teesdale Way located north of Lord McGowan Bridge would be crossed by the proposed conveyor. Filtered and open views of the conveyor corridor are possible at various locations but are always seen in the context of existing highway and industrial infrastructure including multiple pipeline corridors, security fences, man-made embankments and backdrop of large scale industrial buildings (views 6, 11, 12, 13, 14, 15 and 16). The Teesdale Way continues north eastwards to Warrenby before running north westwards along a private road, north of the SSI Steel Works and following the South Gare Breakwater to Buzzer House. Between Lord McGowan Bridge on the A1085 and Bran Sands views towards the conveyor and proposed quay are blocked by higher intervening ground or the SSI Steel Works (view 5). North of Bran Sands, and beyond intervening sand dunes, distant views southwards towards the proposed quay are possible across the River Tees and Saltholme Nature Reserve (views 2 and 3). Large scale industrial structures form prominent features within the view.
- 20.5.36 Combined footpath and cycleways run along both sides of the A1085 and would be crossed by the proposed conveyor to the north of Lord McGowan Bridge (views 6, 11, 12 and 15). Elevated views are possible along the conveyor route to the east and west from Lord McGowan Bridge (views 14 and 15). Industrial infrastructure dominates foreground and background view character with multiple pipelines passing under the road and large scale buildings in the midground and background.
- 20.5.37 Potential distant views of the port terminal site from byway S1B (Seaton Carew) near North Gare Sands are blocked by a combination of intervening industrial buildings or sand dunes. More distant sections of S1B, to the north near Seaton Snook, obtain panoramic open views across the Teesmouth complex, with taller structures, including parts of the SSI Steel Works and shiploaders visible against the horizon.

20.5.38 Consultation with RCBC (letter dated 15 October 2014, ref R/2014/0598/NID) advised that some public rights of way (Redcar Bridleway No. 9 and Redcar Footpath No. 31) close to the proposed conveyor route may be proposed to form part of the Filey Brigg to Newport Bridge section of the England Coast Path National Trail, which is currently being developed by Natural England. At this stage a detailed route alignment is not available, with the Natural England website (at 10 November 2014) advising that a report on the route will be published in December 2014.

#### ***Visitors to natural and cultural heritage sites and features***

20.5.39 Open views southwards, inland along the River Tees are possible from the foreshore and sand dunes along South Gare Breakwater and at Saltholme Nature Reserve (Bran Sands), between approximately 800m to 2km north of the proposed port terminal (views 2, 3 and 4). The beach and sand dunes are used by the public and are easily accessed from the Teesdale Way. Within available views the large scale structures and storage yards associated with the SSI Steel Works form dominant foreground and midground features. The heavily industrialised core of the Teesmouth port complex dominates background and skyline views beyond.

20.5.40 At North Gare Sands and Teesmouth NNR, on the northern bank of the Tees approximately 2km north-west of the proposed port terminal, public access is possible to beaches and sand dunes. Panoramic open views are possible to the south east across the River Tees to the SSI Steel Works and the proposed quay site at Bran Sands, with the Teesport and Wilton International complexes lying beyond (view 1). The Eston Hills escarpment forms a rising green backdrop, punctuated by tall industrial stacks and structures. Wider view context includes open views northwards to Tees Mouth, with an offshore windfarm occupying the horizon, and open views south across the Seal Sands and Teesport complexes in the south and south east (views 18 and 19).

20.5.41 Views towards the site from cultural heritage features and tourist attractions at Kirkleatham, approximately 1.8km south east of the conveyor routes, are blocked by mature woodland cover which encloses the Kirkleatham site as a whole, and intervening buildings at Kirkleatham Business Park.

#### ***Recreational users***

20.5.42 Views towards the site are possible from public open space at Dormanstown, to the east of the conveyor route (views 9, 22 and 23). Ground level activity is screened by dense planting along the Wilton site boundary, with views to taller industrial structures remaining. Woodland planting has been established along the western boundary of the open space which will eventually filter and screen views west towards the Wilton site (as indicated on views 9, 22 and 23).

20.5.43 Open, distant views south towards the proposed quay are available from the marina at Paddy's Hole on the South Gare Breakwater, approximately 2km north of the quay site (view 2). View character is dominated by the marina itself with industrial buildings and stacks breaking the skyline beyond. Large white plumes from the SSI Steel Works form a prominent feature against the sky.

20.5.44 Distant views south to the proposed quay, across the River Tees, are possible from beaches and dunes at North Gare sands (view 1). Existing large scale industry forms a major influence on view character.

### ***Eston Nab panoramic viewpoint***

20.5.45 The publicly accessible panoramic viewpoint at Eston Nab, on Lackenby Bank, approximately 6.7km south of the proposed scheme footprint offers a vista across the whole Tees estuary, with the Wilton International and Teesport sites in the midground and SSI Steel Works, Seal Sands complex and Hartlepool nuclear power station in the background (views 18 and 19). The footprint of the proposed scheme is distantly visible amongst a setting of large scale industrial infrastructure, including associated buildings, storage areas, flare stacks and vapour plumes.

### ***Users of public roads***

20.5.46 The A1085 trunk road (dual carriageway) would be crossed by the proposed conveyor structure to the north of Lord McGowan Bridge. In addition to direct views of the conveyor at the road crossing point open views east and west along the conveyor routes would be possible from the elevated section of road at Lord McGowan Bridge (views 14 and 15). Maturing tree and shrub planting on roadside embankments contains other potential views out from the road corridor. Available views from cars are foreshortened due to the width of the road embankment and are partially contained by bridge parapets. Industrial infrastructure including pipelines and large scale buildings forms significant detractors within these views.

20.5.47 Glimpsed ground level views towards the northern section of the conveyor route envelope are possible from West Coatham Lane between breaks in midground and foreground vegetation cover (view 7).

20.5.48 More distant open views towards the proposed scheme are possible from Tod Point Road near Warrenby (view 5). Intervening high ground blocks views to ground levels along the conveyor route and large scale buildings at SSI Steel Works block views of the proposed quay site.

20.5.49 Very distant open views are possible towards the proposed quay from the A178 Seaton Carew Road in the vicinity of Greatham Creek Bridge, approximately 4km west of the site (view 20). Open foreground views of grazed marsh and winding creeks are backed by tall industrial structures breaking the skyline across the whole eastern horizon.

### ***Rail passengers***

20.5.50 The Redcar to Middlesbrough passenger rail line runs through the study area on embankment with open elevated views east and west across the conveyor route and north-west to the port terminal site. Large scale industrial infrastructure and activity forms the dominant component in all available views. The rail line would be crossed by the proposed conveyor at the south-east corner of the NWL sewage treatment works.

### ***Workers***

20.5.51 The majority of potential visual receptors immediately around the proposed scheme footprint are users associated with the heavy industrial complexes that surround the scheme footprint. These users are not considered to be susceptible to changes in view character.

20.5.52 Views to the conveyor corridor would be possible from the upper storeys of the Tata Steel office complex to the north-west of the conveyor route, beyond the A1085. Ground level views are typically screened by mounds and well established planting.

Views towards the proposed scheme footprint from industrial units and offices at Kirkleatham Business Park, approximately 1.2km south of the conveyor routes, are blocked or heavily filtered by intervening hedgerows and are not susceptible to change from the proposed scheme.

## 20.6 Assessment of potential impacts during construction

### *Landscape effects*

20.6.1 Given the nature of the proposed scheme and its setting, a significant difference is predicted between the construction and operational stages of the proposed scheme for landscape receptors.

20.6.2 Construction phase effects of the proposed scheme on landscape receptors are described in detail in **Appendix 20.2** and have been summarised in **Table 20-2**.

**Table 20-2 Summary of anticipated construction phase impacts to landscape receptors**

Receptor	Significance of change
Industrialised Estuary (including the development site area)	Minor adverse
Redcar LCA R4 (Coastal Marsh – Coatham Marsh)	No change/ negligible adverse
Redcar LCA R5 (Sandy Shoreline – Coatham Sands)	Minor adverse
Redcar LCA E2 (Escarpment)	Negligible adverse
Stockton on Tees LCA – East Billingham to Teesmouth	Minor adverse
Hartlepool – Coastal Fringe Landscape Type	Minor adverse

20.6.3 In summary, no significant impacts are predicted to arise with respect to landscape receptors during the construction period.

### *Visual effects*

20.6.4 Construction phase effects of the proposed scheme on visual receptors are described in **Appendix 20.3** and are summarised in **Table 20-3**. Note that effects associated with the two proposed conveyor routes are the same unless identified separately in the table.

**Table 20-3 Summary of anticipated construction phase impacts to visual receptors**

Receptor	Significance of change
Residents	
Residents at Wilton Avenue and Broadway West, Dormanstown	Minor moderate adverse
Residents at Armitage Road, Dormanstown	Moderate adverse

Receptor	Significance of change
<b>Users of public rights of way</b>	
Users of bridleways 116/10/1 and 116/10/2	<b>Moderate adverse</b>
Users of bridleways 116/9/1 and 116/9/2 (both Teesdale Way)	<b>Moderate major adverse</b>
Users of footpaths 116/31/1, and 116/31/2,	<b>Moderate major adverse</b> (southern section of the conveyor route envelope) <b>Minor moderate adverse</b> (northern section of the conveyor route envelope)
Users of footpaths 116/31/3 and 102/2A/2	<b>Minor moderate adverse</b>
Users of footpaths 102/2/2 and 102/2/3 (Teesdale Way) and 102/2A/1	<b>Negligible adverse</b>
Users of the A1085 combined cycle/ footways and Teesdale Way at Lord McGowan Bridge	<b>Moderate major adverse</b>
Users of the Teesdale Way at South Gare Breakwater	<b>Minor moderate adverse</b>
Users of byways S1A and S1B (Seaton Carew)	<b>Negligible/ minor adverse</b>
<b>Visitors to natural and cultural heritage sites and features</b>	
Visitors to Saltholme Nature Reserve (Bran Sands)	<b>Minor moderate adverse</b>
Visitors to Teesmouth National Nature Reserve (North Gare Sands)	<b>Minor moderate adverse</b>
<b>Active sports and recreational users</b>	
Users of marina at Paddy's Hole, South Gare Breakwater	<b>Minor adverse</b>
<b>Passive recreational users</b>	
Visitors to beaches at North Gare Sands	<b>Minor moderate adverse</b>
<b>Visitors to named/ panoramic viewpoints</b>	
Visitors to Eston Nab	<b>Negligible adverse</b>
<b>Users of public roads</b>	
Drivers on the A1085 at Lord McGowan Bridge	<b>Moderate adverse</b>
Drivers on West Coatham Lane	<b>Minor adverse</b>
<b>Rail passengers</b>	
Passengers on the Middlesbrough to Redcar line	<b>Moderate adverse</b>
<b>Office and industrial workers</b>	
Workers in surrounding industrial complexes	<b>Minor adverse</b>

20.6.5 In summary, significant effects are predicted to arise to visual receptors, including residential receptors, public rights of way users, road users and rail users along the line of the conveyor route, during the construction period. The most significant effects would occur at the points where the conveyor crosses

the A1085 road corridor and where the conveyor route passes close to public rights of way between the A1085 and Bran Sands site. Construction phase impacts at these locations would be expected to affect the proposed England Coast Path (detailed route not available) but would not change the fundamentally industrial character of views from any route passing through this area.

20.6.6 Construction phase lighting impacts have been assessed at **Appendix 20.4**. A number of **minor and moderate adverse** impacts would occur for a short period of time during the construction phase.

## 20.7 Assessment of potential impacts during operation

### *Landscape effects*

20.7.1 Operational phase effects of the proposed scheme on landscape receptors are described in **Appendix 20.2** and have been summarised within **Table 20-4**.

**Table 20-4 Summary of anticipated operational phase impacts to landscape receptors**

Receptor	Significance of change
Industrialised Estuary (including the proposed scheme footprint)	<b>Minor adverse</b>
Redcar LCA R4 (Coastal Marsh – Coatham Marsh)	<b>No change/negligible adverse</b>
Redcar LCA R5 (Sandy Shoreline – Coatham Sands)	<b>Minor adverse</b>
Redcar LCA E2 (Escarpment)	<b>Negligible adverse</b>
Stockton on Tees LCA – East Billingham to Teesmouth	<b>Minor adverse</b>
Hartlepool – Coastal Fringe Landscape Type	<b>Minor adverse</b>

20.7.2 In summary, no significant effects are predicted to arise in the context of landscape receptors during operation of the scheme.

### *Visual effects*

20.7.3 Operational phase effects of the proposed scheme on visual receptors are described in **Appendix 20.3** and have been summarised within **Table 20-5**. Note that effects associated with the two proposed conveyor routes are the same unless identified separately in the table.

**Table 20-5 Summary of anticipated operational phase impacts to visual receptors**

Receptor	Significance of change
<b>Residents</b>	
Residents at Wilton Avenue and Broadway West, Dormanstown	<b>Minor moderate adverse</b>
Residents at Armitage Road, Dormanstown	<b>Year 1 - Moderate adverse Year 15 – Minor adverse</b>
<b>Users of public rights of way</b>	
Users of bridleways 116/10/1 and 116/10/2	<b>Moderate adverse</b>
Users of bridleways 116/9/1 and 116/9/2 (both Teesdale Way)	<b>Moderate major adverse</b>
Users of footpaths 116/31/1, and 116/31/2,	<b>Moderate major adverse</b> (southern section of the conveyor route envelope) <b>Minor moderate adverse</b> (northern section of the conveyor route envelope)
Users of footpaths 116/31/3 and 102/2A/2	<b>Minor moderate adverse</b>
Users of footpaths 102/2/2 and 102/2/3 (Teesdale Way) and 102/2A/1	<b>Negligible adverse</b>
Users of the A1085 combined cycle/ footways and Teesdale Way at Lord McGowan Bridge	<b>Moderate major adverse</b>
Users of the Teesdale Way at South Gare Breakwater	<b>Minor moderate adverse</b>
Users of byways S1A and S1B (Seaton Carew)	<b>Negligible minor adverse</b>
<b>Visitors to natural and cultural heritage sites and features</b>	
Visitors to Saltholme Nature Reserve (Bran Sands)	<b>Minor moderate adverse</b>
Visitors to Teesmouth National Nature Reserve (North Gare Sands)	<b>Minor moderate adverse</b>
<b>Active sports and recreational users</b>	
Users of marina at Paddy's Hole, South Gare Breakwater	<b>Minor adverse</b>
<b>Passive recreational users</b>	
Visitors to beaches at North Gare Sands	<b>Minor moderate adverse</b>
<b>Visitors to named/ panoramic viewpoints</b>	
Visitors to Eston Nab	<b>Negligible adverse</b>
<b>Users of public roads</b>	
Drivers on the A1085	<b>Moderate adverse</b>
Drivers on West Coatham Lane	<b>Minor adverse</b>
<b>Rail passengers</b>	
Passengers on the Middlesbrough to Redcar line	<b>Moderate adverse</b>
<b>Office and industrial workers</b>	
Workers in surrounding industrial complexes	<b>Minor adverse</b>

20.7.4 In summary, significant (moderate) visual effects are predicted to arise for residential receptors, public rights of way users, road users and rail users along the line of the conveyor route during the operational phase of the proposed scheme. The most significant effects would occur at the point where the conveyor crosses the A1085 road corridor and where the conveyor route passes close to public rights of way between the A1085 and Bran Sands. Operational phase impacts at these locations would be expected to affect the proposed England Coast Path (detailed route not available) but would not change the fundamentally industrial character of views from any route passing through this area. For residential receptors at Armitage Road impacts would gradually reduce during the operational period as existing tree planting within an area of intervening public open space develops.

20.7.5 Lighting impacts (as set out in Appendix 20.4) are predicted to be in keeping with the existing lighting environment during the operational period of the scheme.

## 20.8 Assessment of potential impacts during decommissioning

### *Landscape effects*

20.8.1 Decommissioning phase effects of the proposed scheme on landscape receptors are described in **Appendix 20.2** and have been summarised in **Table 20-6**.

**Table 20-6 Summary of anticipated decommissioning phase impacts to landscape receptors**

Receptor	Significance of change
Industrialised Estuary (including the proposed scheme footprint)	Minor adverse
Redcar LCA R4 (Coastal Marsh – Coatham Marsh)	No change/negligible adverse
Redcar LCA R5 (Sandy Shoreline – Coatham Sands)	Minor adverse
Redcar LCA E2 (Escarpment)	Negligible adverse
Stockton on Tees LCA – East Billingham to Teesmouth	Minor adverse
Hartlepool – Coastal Fringe Landscape Type	Minor adverse

20.8.2 In summary, no significant effects are predicted to arise in the context of landscape receptors during decommissioning of the scheme.

### *Visual effects*

20.8.3 Decommissioning phase effects of the proposed scheme on visual receptors are described in **Appendix 20.3** and have been summarised within **Table 20-7**. Note that effects associated with the two proposed conveyor routes are the same unless identified separately in the table.

**Table 20-7 Summary of anticipated decommissioning phase impacts to visual receptors**

Receptor	Significance of change
<b>Residents</b>	
Residents at Wilton Avenue and Broadway West, Dormanstown	<b>Minor moderate adverse</b>
Residents at Armitage Road, Dormanstown	<b>Negligible adverse</b>
<b>Users of public rights of way</b>	
Users of bridleways 116/10/1 and 116/10/2	<b>Moderate adverse</b>
Users of bridleways 116/9/1 and 116/9/2 (both Teesdale Way)	<b>Moderate major adverse</b>
Users of footpaths 116/31/1, and 116/31/2,	<b>Moderate major adverse</b> (southern section of the conveyor route envelope) <b>Minor moderate adverse</b> (northern section of the conveyor route envelope)
Users of footpaths 116/31/3 and 102/2A/2	<b>Minor moderate adverse</b>
Users of footpaths 102/2/2 and 102/2/3 (Teesdale Way) and 102/2A/1	<b>Negligible adverse</b>
Users of the A1085 combined cycle/ footways and Teesdale Way at Lord McGowan Bridge	<b>Moderate major adverse</b>
Users of the Teesdale Way at South Gare Breakwater	<b>Minor moderate adverse</b>
Users of byways S1A and S1B (Seaton Carew)	<b>Negligible minor adverse</b>
<b>Visitors to natural and cultural heritage sites and features</b>	
Visitors to Saltholme Nature Reserve (Bran Sands)	<b>Minor moderate adverse</b>
Visitors to Teesmouth National Nature Reserve (North Gare Sands)	<b>Minor moderate adverse</b>
<b>Active sports and recreational users</b>	
Users of marina at Paddy's Hole, South Gare Breakwater	<b>Minor adverse</b>
<b>Passive recreational users</b>	
Visitors to beaches at North Gare Sands	<b>Minor moderate adverse</b>
<b>Visitors to named/ panoramic viewpoints</b>	
Visitors to Eston Nab	<b>Negligible adverse</b>
<b>Users of public roads</b>	
Drivers on the A1085	<b>Moderate adverse</b>
Drivers on West Coatham Lane	<b>Minor adverse</b>
<b>Rail passengers</b>	
Passengers on the Middlesbrough to Redcar line	<b>Moderate adverse</b>
<b>Office and industrial workers</b>	
Workers in surrounding industrial complexes	<b>Minor adverse</b>

20.8.4 In summary, in the short term (11 months), significant visual effects are predicted to arise for public rights of way users, road users and rail users along the line of the conveyor route during the decommissioning phase of the proposed scheme. The most significant effects would occur at the point where the conveyor crosses the A1085 road corridor and where the conveyor route passes close to public rights of way between the A1085 and Bran Sands. Decommissioning phase impacts at these locations would be expected to affect the proposed England Coast Path (detailed route not available) but would not change the fundamentally industrial character of views from any route passing through this area.

## 20.9 Planning Policy

20.9.1 This section of the chapter considers the impacts of the proposed scheme in relation to relevant national and local planning policy.

**Table 20-8 National Planning Policy Framework**

At paragraphs 109 and 115 the NPPF seeks to protect valued landscapes.	The proposed scheme would not affect any areas of designated landscape.
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**Table 20-9 Redcar and Cleveland Local Development Framework**

Core Strategy DPD Policy CS22 Protecting and Enhancing the Borough's Landscapes	<p>The proposed scheme would be located within an area of landscape that has already been affected by previous development, and is significantly adversely affected, in landscape character terms, by adjoining large scale industrial development.</p> <p>Indirect character effects on surrounding areas of landscape that are intervisible with the proposed development would be minor adverse. These affected areas are already influenced by views of existing industrial areas and the proposed scheme would be seen in this character context.</p> <p>The policy specifically mentions that priority will be given to protecting the scenic value of the section of North Yorkshire and Cleveland Heritage Coast that lies within the Borough. The proposed scheme would not directly or indirectly affect this area of Heritage Coast.</p> <p>In summary, the proposed scheme would accord with the aims of Policy CS22.</p>
Core Strategy DPD Policy CS23 Green Infrastructure (b) ii)	<p>The policy seeks to protect and enhance green wedges including the 'open area between Wilton Works and Redcar'. The proposed scheme would not have a direct impact on this area of open space but would give rise to indirect visual and character effects during the construction and initial operational periods. Existing planting and colonising areas of vegetation between the proposed site and the open area would provide further inherent visual screening over time (refer to views 9, 22 and 23).</p> <p>The proposed scheme would therefore result in some indirect effects on the character of the open space but would not directly affect it, in accordance with policy aims.</p>

<p>Development Policies DPD Policy DP2 Location of a Development</p>	<p>The policy aims to ensure that new development does not cause significant adverse impact on residential amenity, or on open spaces or other environmental features that are considered important to the quality of the local environment. The policy also seeks to minimise adverse effects from new development on the landscape of the Borough.</p> <p>The proposed scheme would result in significant adverse visual impacts during the construction phase and initial operational phase within views from some residential properties and an area of public open space at Dormanstown, to the east of the site. As existing tree planting within the area of public open space matures (refer to views 9, 22 and 23) initial impacts would be reduced to levels below the significance threshold identified in this assessment.</p> <p>As described for Policy CS22 above the proposed scheme would not directly affect an area of landscape value and would have minor adverse indirect effects on the character of surrounding areas of landscape.</p> <p>The proposed scheme would therefore have an initial adverse policy effect, due to impact in views from residential areas but would accord with policy aims in the longer term, as existing planting matures and screens the development.</p>
<p>Development Policies DPD Policy DP3 Sustainable Design</p>	<p>Policy DP3 also seeks to protect residential amenity, to ensure that development proposals respect the character of the site (form, scale, massing) and to respect the landscape of the Borough.</p> <p>As noted above the proposed scheme would cause initial significant adverse effects within views from some residential properties at Dormanstown. These impacts would reduce to levels below significant over time, as existing woodland planting in the local area develops (refer to views 9, 22 and 23).</p> <p>The development would utilise an area of currently low value landscape and would cause a minor indirect effect on surrounding areas of landscape.</p>

20.9.2 In summary, the proposed scheme would not result in significant adverse impact on the landscape of the Borough but would result in adverse impacts on the visual amenity of residential property and public open space at Dormanstown during the construction phase and the initial period of the operational phase. Proposed structures would be clad in recessively coloured material, designed to reduce the apparent scale of buildings and any visual contrast against the skyline. As existing woodland planting in the area to the east of the Wilton site matures, (locations as indicated on views 9, 22 and 23) initial adverse impacts would reduce over time to levels below the 'significant' threshold set out in RCBC policies.

## 20.10 Mitigation measures

20.10.1 All proposed structures which form part of the proposed scheme are inherently in keeping with the scale and form of existing industrial infrastructure surrounding the proposed scheme footprint. The following mitigation measures have been incorporated into the proposed scheme to assist with integrating proposed structures into their landscape and visual setting:

- use of grey cladding to the conveyor structure enclosure, to match existing pipeline infrastructure colouring; and,
- use of lighter and recessive colours for taller structures, to reduce prominence in wider views and against the skyline.

20.10.2 In addition, offsite foreground planting measures would also be employed, subject to landowner agreement, to mitigate close range effects in views from public rights of way between the A1085 and Bran Sands site (whilst recognising the need to use lower growing species underneath the National Grid power lines).

20.10.3 At the A1085 crossing point, a bridge / conveyor structure would be designed which is less industrial in character and which responds to the function of the road as a gateway to Redcar. Options for the crossing have been considered and consulted upon. The detail of the crossing is to be developed and agreed with RCBC but has the potential to be perceived as a positive addition within views along the road corridor, potentially reducing the worst case impact stated in this assessment.

20.10.4 The use of an elliptical housing form for fully enclosed sections of the conveyor route has been adopted to soften the appearance of the conveyor structure in external views, with shadow lines creating the impression of shallower depth to the housing structure and helping the structure to visually dissipate in the distance.

20.10.5 Enclosure of the Phase 2 conveyor within the Phase 1 housing at key locations has been adopted to assist in reducing visual impacts during Phase 2 construction works, with the majority of Phase 2 works at these locations being visually contained within the Phase 1 housing.

20.10.6 A lighting mitigation strategy would be employed across the scheme as set out at paragraph 6.6 of **Appendix 20.4**, to reduce lighting impacts during the construction and operational phases of the scheme.

## 20.11 Summary

20.11.1 The proposed scheme footprint is entirely located within the heavily industrialised setting of the Teesside industrial and port complex, which is characterised by very large scale steelworks, port, petroleum and chemical production sites. The landscape is further fragmented by road and rail links passing through the centre of the south bank industrial complex between Middlesbrough and Redcar.

20.11.2 Reminders of the earlier estuarine landscape are present across the mouth of the River Tees at North Gare Sands and Bran Sands and are noted for their international wildlife value in addition to providing local opportunities for recreation. Fragmented pockets of green space remain within the industrial complex although these are typically heavily altered and form part of separation zones or connecting pipeline and access corridors.

20.11.3 Landscape and visual character within the study area is dominated by industrial activity with large buildings, cooling towers, chimney stacks, distillation towers and flare stacks, with their associated plumes and emissions being visible in foreground, midground, background and skyline views in most directions.

- 20.11.4 Views to the proposed scheme footprint are relatively limited, being contained by surrounding industrial structures, raised landforms and screen planting. Local views to the conveyor corridor are possible from nearby residential areas at Dormanstown, the A1085, the Redcar to Middlesbrough Railway and from public rights of way. Distant views to the footprint of the proposed port terminal are possible from beaches and dunes, including areas of wildlife value, across the mouth of the Tees estuary.
- 20.11.5 An assessment of potential effects on landscape character has been undertaken and reached the conclusion that the proposed scheme is in keeping with existing industrial character and would not give rise to any significant adverse or beneficial effects on the existing character.
- 20.11.6 An assessment of potential effects on visual receptors has been undertaken and has identified that the proposed scheme would give rise to a number of significant adverse effects within existing views from nearby residential areas, the A1085 road crossing and in views from public rights of way between the A1085 and the Bran Sands site during the construction and initial operational phases of the project. Impact within views from residential areas at Dormanstown would reduce over time as existing offsite woodland planting matures. Impacts within views from the A1085 corridor and public rights of way to the north of the A1085 would remain throughout the operational life of the scheme, and during decommissioning, but would occur within the existing heavily industrialised setting of the scheme. Mitigation measures would be employed to minimise adverse visual effects associated with the proposed scheme including design of the conveyor/bridge structure at the A1085 crossing point to reflect the role that the road corridor plays in providing a gateway to Redcar.
- 20.11.7 An assessment of lighting impact has been carried out (**Appendix 20.4**) and concludes that number of minor and moderate adverse impacts would occur for a short period of time during the construction phase, reducing to negligible adverse impact during the operational phase of the scheme.
- 20.11.8 In summary, the proposed scheme is located within an existing heavily industrialised area and would be in keeping with existing landscape character. The proposed scheme would, however, give rise to a number of localised significant adverse effects on visual receptors, albeit within the existing industrial context.

