



**Royal
HaskoningDHV**
Enhancing Society Together

Section 20 Appendix 20.3

Visual Assessment

*YORK POTASH PROJECT, HARBOUR FACILITIES: LANDSCAPE AND VISUAL
ENVIRONMENT
APPENDIX 20.3: ASSESSMENT OF EFFECTS ON VISUAL RECEPTORS*

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Receptor Sensitivity

Sensitivity to change for visual receptors is primarily dependent on the activity being undertaken by each type of receptor. Adjustments are made for sensitivity of receptors using roads and public rights of way depending on whether the landscape setting is expected to contribute significantly to user experience.

Sensitivity values of **low**, **medium** or **high** are assigned to each type of visual receptor as set out below:

Receptor type	Sensitivity to change
Residents Users of public rights of way in rural areas or where landscape setting/ scenic value contributes to user experience. Users of named recreational routes have also been included within this category. Users of scenic roads or railways Users of rural roads and the main road or rail network in areas where landscape setting/ scenic value contributes to user experience. Visitors to tourist, natural or cultural heritage features Visitors to named/ panoramic viewpoints Visitors to passive/ scenic recreational areas and access land	High
Users of public rights of way in urban/ industrialised areas where landscape setting does not contribute to user experience Users of play areas Users of sporting and outdoor active recreation facilities Users of rural roads where scenic value does not contribute to user experience.	Medium
Workers in offices and industrial areas Users of the main road network Users of the main rail network	Low

Where views are identified as being of specific importance or have a particular cultural or artistic association commentary will be made in the assessment and the special nature of the view may be taken into account when judging magnitude of effect.

Assessment of Magnitude of Change

Magnitude of change is identified following consideration of several key criteria and is reported as being *negligible, low, medium* or *high* for each receptor. In addition positive changes are identified as being *beneficial* whilst negative changes are identified as being *adverse*.

A general description of existing view character and predicted effects is provided. Magnitude of change is identified for temporary construction stage effects and permanent operational stage effects for the proposed quay installation, including tall structures, with the northern and southern conveyor route options considered for the section west of the Middlesbrough to Redcar railway line.

Given the life of the scheme operational phase impacts are effectively permanent and irreversible, although structures would eventually be removed as part of the scheme decommissioning works. Decommissioning works are forecast to last for 11 months.

Receptor	Distance to site	Existing view	Size/ scale of change	Degree of contrast or integration	Duration and reversibility	Magnitude of change
Residents						
Residents at Broadway West and Wilton Avenue, Dormanstown	100m east of conveyor route	Ground level views from rear gardens and ground floor windows are blocked or heavily filtered by foreground garden boundary structures and foreground steel palisade security fencing with mature trees backed by dense low willow planting (biomass plantation, subject to cropping/ removal). Potential for very heavily filtered/ glimpsed winter views of the scheme. (views 8 and 10)	The conveyor structure and MHF transfer tower would be visible through foreground fence and branch structure in limited winter views from the rear of properties. Visibility would be restricted to gaps in foreground tree cover in summer views towards the site. Construction phase activity, operational phase structures and decommissioning phase activity would form a new horizontal element within the filtered view above existing background infrastructure.	The conveyor structure and MHF transfer tower would be partially visible as filtered elements seen against the sky through foreground cover. Silhouette effects would occur during periods of low winter sun. The conveyor structure and transfer tower would be encased in neutral/ recessive colour cladding.	Phase 1 conveyor and southern transfer tower construction operations would be visible and are expected to last for 17 months. Phase 2 conveyor installation would occur within the Phase 1 housing but some external construction activity may be visible.	Construction phase: Low adverse Operational phase: Low adverse Decommissioning phase: Low adverse
Residents at Armitage Road, Dormanstown	350m east of conveyor route	Ground level views from gardens (at breaks in enclosing boundary fences) and ground floor windows across public open space towards Wilton International site. Dense willow biomass planting screens ground level views and occasional mature mid-ground trees break up skyline views which contain distant industrial buildings and tall structures which break the western skyline. The Eston Hills escarpment is visible as a view backdrop to the south east. A significant amount of woodland planting and specimen tree cover has been established within the public open space that lies between these properties and the proposed scheme. It is estimated that this planting will substantially block or filter views towards the scheme by Year 15 of the operational phase.	The southern transfer tower and conveyor would be visible against the skyline as prominent new vertical and horizontal features respectively. The development would be clearly visible as a new feature within an expansive view that is already affected by significant visual detractors. Occasional mid-ground mature trees would partially break up the visible expanse of new structure.	The transfer tower and conveyor structures would contrast against the skyline, rising above existing industrial infrastructure which already breaks the western horizon in many places. Silhouette effects would occur during periods of low winter sun. The conveyor structure and transfer tower would be encased in neutral/ recessive colour cladding.	Southern transfer tower and Phase 1 conveyor construction operations would be visible and are expected to last for 17 months. Phase 2 conveyor installation would occur within the Phase 1 housing but some external construction activity may be visible.	Construction phase: Low to medium adverse Operational phase Year 1: Low to medium adverse Operational phase Year 15: Negligible to low adverse Decommissioning phase: Negligible adverse
Users of public rights of way						
Users of bridleway 116/10/1 & 116/10/2	Approx. 100m	The bridleways run concurrently alongside the Wilton International site boundary, adjacent to a high palisade security fence. Views to the site are dominated by the foreground fence and filtered or blocked by dense foreground hedgerow/ scrub cover with occasional mature trees. Dense belts of willow biomass along the eastern edge of the Wilton site provide further blocking	Views to the MHF transfer tower and southern end of the conveyor would be possible from bridleway 116/10/1 and from the northern end of bridleway 116/10/2. View character would remain dominated by the foreground security fence but the new structures would form large elements within the view.	New structures would contrast against the skyline within views through the foreground fence. The conveyor structure and MHF transfer tower would be encased in neutral/ recessive colour cladding.	MHF transfer tower and Phase 1 conveyor construction operations would be visible and are expected to last for 17 months. Phase 2 conveyor installation would occur within the Phase 1 housing but some external construction activity may be visible.	Construction phase: Low to medium adverse Operational phase: Low to medium adverse Decommissioning

Receptor	Distance to site	Existing view	Size/ scale of change	Degree of contrast or integration	Duration and reversibility	Magnitude of change
		(in summer) and filtering (in winter) of ground level views into the site.				phase: Low to medium adverse
Users of bridleways 116/9/1 and 116/9/2 (both Teesdale Way)	120m south of southern and northern conveyor routes	These routes cross through open scrub/ grassland between rail and road corridors, with views north through security fencing to existing pipeline and infrastructure corridor, with views to pylons and large scale industrial infrastructure on skylines. Overall view character is one of a heavily industrialised man-made setting with artificial landforms, industrial sites and transport infrastructure facilities. (view 16)	Construction activity along the common conveyor route section would be visible to the north, through a foreground of existing fencing, pipelines and scrub, with a backdrop of pylons, industrial buildings and infrastructure. The conveyor structure would form a new high level feature within the view, running across the northern skyline against a backdrop of existing large scale industrial features. For the northern conveyor option the upper sections of the central transfer tower would be visible, forming noticeable new elements within views to the west and east.	The proposed conveyor structure would form a prominent new element within the view but it is an industrial installation and would be in keeping with existing industrial infrastructure. The northern option transfer tower would be in keeping with the character of existing industrial infrastructure. The conveyor structure and transfer tower would be encased in neutral/ recessive colour cladding.	The northern option central transfer tower and Phase 1 conveyor construction operations would be visible and are expected to last for 17 months. Phase 2 conveyor installation would occur within the Phase 1 housing but some external construction activity may be visible.	Construction phase: Medium adverse Operational phase: Medium adverse Decommissioning phase: Medium adverse
Users of footpaths 116/31/1 and 116/31/2	10m south of southern conveyor route; 200-550m south of northern conveyor route	These public rights of way pass close to the proposed southern conveyor alignment which runs along a track on the southern edge of a raised embankment which encloses the adjoining sewage works. Close range views of existing industrial infrastructure including pipelines, sewage works structures and railways are possible with raised landforms occupying the horizon to the north. Overall view character is one of a heavily industrialised man-made setting with artificial landforms, industrial sites and transport infrastructure facilities. (view 17)	Construction stage activity would be visible within foreground views. The operational stage southern conveyor structure would be visible within foreground views, running along and above an existing pipeline corridor. The conveyor structure would be viewed against the sky, above background sewage works landforms and against distant industrial infrastructure. The northern conveyor route would be visible where it runs north and parallel with the Middlesbrough to Redcar railway but would then be hidden from view by embankments and intervening raised ground. For the northern conveyor route options the transfer tower immediately west of the railway would be visible in the midground. Upper sections of the shiploaders, rising conveyor and silos would be visible in distant views north westwards but would form a minor component of the view.	The proposed southern conveyor structure would form a prominent new element within the view but it is an industrial installation and would be in keeping with existing industrial infrastructure. The northern conveyor route would be visible where it runs north and parallel with the railway. The northern option transfer tower immediately west of the railway would rise above the skyline and form a new noticeable element, albeit amongst existing background skyline infrastructure. Shiploaders would be visible in the distance and would appear in keeping with existing large scale port infrastructure. The conveyor structure and transfer tower would be encased in neutral/ recessive colour cladding.	Phase 1 construction stage effects are expected to last approximately 17 months. The construction site support area and access would be visible from public rights of way 116/31/1 and 116/31/2 for approximately 17 months. Similar effects would occur during phase 2 construction.	Construction phase: (both the northern and southern conveyor route) Medium adverse Operational phase: (southern conveyor route) Medium adverse (northern conveyor route) Low adverse Decommissioning phase: (both the northern and southern conveyor route) Medium adverse
Users of footpaths 116/31/3 and 102/2A/2	350m south of southern conveyor route 450m south of northern conveyor route	Distant views north to the conveyor routes are possible from 116/31/3 and the northern end of 102/2A/2. Existing view character is industrial with the public rights of way following a narrow corridor between adjoin works and railway lines.	Construction stage activity and the southern conveyor, including the northern option transfer tower immediately west of the Middlesbrough to Redcar railway line would be visible in distant forward views northwards. Construction activity and the permanent southern conveyor structure would form a small new component within the view at the distances involved, from the northern end of 116/31/3, and a negligible change in views from 102/2A/2. For the northern conveyor route the transfer tower adjoining the railway line would be visible but the conveyor to the	The proposed conveyor structure and transfer tower are industrial installations and would be in keeping with existing industrial infrastructure. The conveyor structure and transfer tower would be encased in neutral/ recessive colour cladding.	Phase 1 construction stage effects are expected to last approximately 17 months.	Construction phase: Negligible and low adverse Operational phase: Negligible and low adverse Decommissioning phase: Negligible and low adverse

Receptor	Distance to site	Existing view	Size/ scale of change	Degree of contrast or integration	Duration and reversibility	Magnitude of change
			north of the tower would be difficult to perceive (being screened by the tower itself and set amongst existing skyline infrastructure).			
Users of footpaths 102/2/2 and 102/2/3 (Teesdale Way) and 102/2A/1	1km south of common conveyor route	Routes run parallel to railway on embankment on north and west side (102/2A/1) and are enclosed by parallel railway on the south and east side (102/2/2 & 102/2/2). Views towards the development are very distant with the conveyor corridor and quay locations being imperceptible. View character is strongly industrial in all directions.	Very distant views to the upper sections of the northern option transfer tower and conveyor alternatives would be possible but the scale of change within the view would be very small.	The transfer tower and conveyor structures would appear in keeping with the existing industrial setting.	Phase 1 construction stage effects are expected to last approximately 17 months.	Construction phase: Negligible adverse Operational phase: Negligible adverse Decommissioning phase: Negligible adverse
Users of the A1085 combined cycle/ footways and Teesdale Way	Receptor passes under common conveyor route bridge crossing north of Lord McGowan Bridge	The A1085 corridor is mainly defined by the road itself, with a dual carriageway and associated footpath/ cycle lanes to both sides running through a treed corridor. Where views out from the corridor are possible, for example to the east and west at Lord McGowan Bridge, they are of surrounding heavy industrial sites (views 6, 11, 12, 13, 14, 15)	Southern and northern conveyor routes are common at this point and would cross over the A1085 on a bridge structure. Construction stage activity would be clearly visible at the bridge crossing point and along the Sembcorp corridor to the north and south. The conveyor bridge structure would form a dominant new industrial component within the road corridor and the general conveyor route would form a prominent new component within wider views to the east and west.	At the bridge crossing point the conveyor would form a dominant and contrasting industrial element, visible against the skyline in views along the corridor to the north and south. Whilst views out from the road corridor are dominated by heavy industry the corridor itself is largely enclosed by earthworks and tree cover, partially masking the effects of surrounding industry on the approaches to Redcar. The new conveyor structure and bridge would increase the perception of industrial influence within the road corridor. The conveyor structure would be encased in neutral/ recessive colour cladding. Note – the option exists to treat the section of conveyor crossing the road in a different manner to adjoining sections that are within industrial areas. If the structure is designed in an appropriate manner it may not be perceived as a negative feature, although it would remain clearly visible as a new structure crossing the presently open road corridor.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction would not require any external change to the phase 1 conveyor or bridge structure.	Construction phase High adverse Operational phase High adverse Decommissioning phase High adverse
Users of the Teesdale Way at South Gare Breakwater	1.5 – 2.8km north of quay	The northern end of South Gare Breakwater is identified as a panoramic viewpoint on Ordnance Survey mapping. Very distant views south are possible along the River Tees into the heart of the port/ industrial complex, Redcar steelworks forms the main focus of views with chimney stacks and flares at seal sands and shiploaders at Teesport visible against the skyline. Views south are intermittent with some blocking by higher intervening sand dunes. (views 2 and 3)	Phase 1 construction activity and tall operational structures (shiploader and silos) at the quay site would be visible in distant views against the skyline. These structures would be in scale and context with existing industrial character and would form a minor change to the view. Conveyor structures would be visible along both the northern and southern routes but would appear subsidiary to other, larger, structures. Phase 2 construction activity would be more difficult to discern, taking place behind completed phase 1 structures.	Visible quay structures would be in keeping with existing industrial infrastructure within the view. Conveyor structures would not be significant compared to other scheme elements and the scale of existing adjoining industrial infrastructure.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase: Low adverse Operational phase: Low adverse Decommissioning phase: Low adverse

Receptor	Distance to site	Existing view	Size/ scale of change	Degree of contrast or integration	Duration and reversibility	Magnitude of change
Users of byways S1A and S1B (Seaton Carew)	2.3km north west of quay (closest)	Very distant views south east are possible across open farmland from northern sections of S1A, with views from the southern end of the route being blocked by intervening sand dunes. Taller industrial installations are visible against the skyline including Redcar steelworks and shiploaders at Teesport. Views from S1B towards the site are mostly blocked and dominated by the Hartlepool nuclear power station and a chemical works.	Construction activity at the proposed quay would be difficult to discern within the overall view. Upper sections of silos and shiploaders would be visible during the operational stage but would in scale and in keeping with existing structures, forming a very minor change to overall view character.	Proposed quay structures (silos and shiploaders) are in keeping with existing adjoining large scale industrial/ port structures.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase: Negligible/ low adverse Operational phase: Negligible/ low adverse Decommissioning phase: Negligible/ low adverse
Visitors to natural and cultural heritage sites and features						
Visitors to Saltholme Nature Reserve (Bran Sands)	1.6km north of quay (to dune area)	Distant views south along the River Tees are available from areas of sand dunes and foreshore west of South Gare Breakwater. Foreground view character is of dunes and foreshore with open water or beach depending on tidal conditions, with Redcar steelworks forming a dominant feature. Background views and skyline are punctuated by multiple tall port/ industrial structures including shiploaders and chimney/ flare stacks. (views 3 and 4)	Construction activity would be difficult to discern at the distance involved. Taller structures (shiploader and silos) at the quay site would be visible in distant views against the skyline amongst existing tall port/ industrial features. These structures would be in scale and context with existing industrial character and would form a minor change to the view.	Visible quay structures would be in keeping with existing industrial infrastructure within the view.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase: Negligible/ low adverse Operational phase: Negligible/ low adverse Decommissioning phase: Negligible/ low adverse
Visitors to Teesmouth National Nature Reserve (North Gare Sands)	1.9km north west of quay (to beach)	Distant views south east are possible across the River Tees to the proposed quay frontage from sand dunes and beach areas. The midground and skyline are dominated by tall industrial/ port installations at Redcar steelworks, Seal Sands and Teesport, with flare stacks and vapour plumes drawing the eye. Large vessels are visible moving along the River Tees and docking on the south bank. (view 1)	Phase 1 and 2 construction activity and tall operational structures (shiploader and silos) at the quay site would be visible in distant views against the existing industrial skyline. These structures would be in scale and context with existing industrial character and would form a minor change to the view. The northern and southern conveyor routes would be visible rising up to the silos but would form minor components within the view. Docking and loading ships would be visible.	Visible quay structures would be in keeping with existing industrial infrastructure within the view.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase: Low adverse Operational phase: Low adverse Decommissioning phase: Low adverse
Active sports and recreational users						
Users of marina at Paddy's Hole, South Gare Breakwater	1.9km north of quay	Distant views south along the River Tees are available from the marina west of South Gare Breakwater. Foreground view character is of the marina and open estuary beyond, with Redcar steelworks forming a prominent detractor. The skyline is punctuated by multiple tall port/ industrial structures including shiploaders and chimney/ flare stacks. (view 2)	Construction stage activity would be difficult to discern at the distance involved. Proposed taller quay structures (shiploaders and silos) would be visible on the skyline amongst existing tall industrial/ port structures and would constitute a very minor change in overall view character.	Visible quay structures would be in keeping with existing industrial infrastructure within the view.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase: Negligible/ low adverse Operational phase: Negligible/ low adverse Decommissioning phase: Negligible/ low adverse

Receptor	Distance to site	Existing view	Size/ scale of change	Degree of contrast or integration	Duration and reversibility	Magnitude of change
Passive recreational users						
Visitors to beaches at North Gare Sands	1.9km north west of quay (to beach)	Distant views south east are possible across the River Tees to the proposed quay frontage from sand dunes and beach areas. The midground and skyline are dominated by tall industrial/ port installations at Redcar steelworks, Seal Sands and Teesport, with flare stacks and vapour plumes drawing the eye. Large vessels are visible moving along the River Tees and docking on the south bank. (view 1)	Phase 1 and 2 construction activity and tall operational structures (shiploader and silos) at the quay site would be visible in distant views against the existing industrial skyline. These structures would be in scale and context with existing industrial character and would form a minor change to the view. The northern and southern conveyors would be visible rising up to the silos but would form minor features within the view. Docking and loading ships would be visible.	Visible quay structures would be in keeping with existing industrial infrastructure within the view.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase: Low adverse Operational phase: Low adverse Decommissioning phase: Low adverse
Visitors to named/ panoramic viewpoints						
Visitors to Eston Nab	6.8km south east	Eston Nab is a recognised local panoramic viewing point and is identified as such on Ordnance Survey mapping. Very distant panoramic views are possible north west over the Teesmouth industrial complex. Views towards the site are dominated by extensive large scale industrial infrastructure with Wilton International in the foreground and Redcar steelworks and Seal Sands in the background. Within the view the proposed site is set amongst and contained within this industrial setting. (views 18 and 19)	Construction activity and operational structures would be barely perceptible at the view distance involved and would be seen within an existing heavily industrialised setting. The proposed development would be in scale with existing development and would constitute a very minor change in view character.	The proposed development is in keeping with adjoining large scale industrial infrastructure.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase: Negligible adverse Operational phase: Negligible adverse Decommissioning phase: Negligible adverse
Users of public roads						
Drivers on the A1085	Receptor passes under common conveyor route bridge crossing north of Lord McGowan Bridge	The A1085 corridor is mainly defined by the road itself, with a dual carriageway and associated footpath/ cycle lanes to both sides running through a treed corridor. Where views out from the corridor are possible, for example to the east and west at Lord McGowan Bridge, they are of surrounding heavy industrial sites. (views 6, 11, 12, 13, 14, 15).	The conveyor routes are common at this point and would cross over the A1085 on a bridge structure. Construction stage activity would be clearly visible at the bridge crossing point and along the Sembcorp corridor to the north and south. The conveyor bridge structure would form a dominant new industrial component within the road corridor and the general conveyor route would form a prominent new component within wider views to the east and west.	At the bridge crossing point the conveyor would form a dominant and contrasting industrial element, visible against the skyline in views along the corridor to the north and south. Whilst views out from the road corridor are dominated by heavy industry the corridor itself is largely enclosed by earthworks and tree cover, partially masking the effects of surrounding industry on the approaches to Redcar. The new conveyor structure and bridge would increase the perception of industrial influence within the road corridor. The conveyor structure would be encased in neutral/ recessive colour cladding. Note – the option exists to treat the section of conveyor crossing the road in a different manner to adjoining sections that are within industrial areas. If the structure is designed in an appropriate manner it may not be perceived as a negative feature, although it would remain clearly visible as a new structure crossing the presently open road	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction would not require any external change to the phase 1 conveyor or bridge structure.	Construction phase: High adverse Operational phase: High adverse Decommissioning phase: High adverse

Receptor	Distance to site	Existing view	Size/ scale of change	Degree of contrast or integration	Duration and reversibility	Magnitude of change
				corridor.		
Drivers on West Coatham Lane	Approx. 200m north east	Low level open and filtered views are possible through foreground palisade security fencing and midground tree/ scrub cover to the conveyor route east of the A1085. Existing pipeline infrastructure and works area at Wilton International are visible with taller buildings, chimney stacks, pylons and lighting masts breaking the skyline. (view 7)	The conveyor structure (east of the A1085) would be partially visible through and above foreground screening, particularly during the winter months. No views are possible to the proposed quay. The conveyor structure would be visible against the skyline but would form a small change within the view, which would remain dominated by foreground palisade security fencing.	The conveyor structure would be seen above midground planting and against the skyline, through foreground fencing. The conveyor structure would be encased in neutral/ recessive colour cladding.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction would not require any external change to the phase 1 conveyor structure.	Construction phase: Low adverse Operational phase: Low adverse Decommissioning phase: Low adverse
Rail passengers						
Passengers on the Middlesbrough to Redcar line	Receptor passes under common conveyor route bridge crossing at south east corner of Redcar sewage works	Elevated transient views are possible south eastwards along the common conveyor route and north west along the southern and northern conveyor route options to the proposed quay. Existing view character in all directions is one of a heavily urbanised and industrialised landscape with remainder parcels of greenspace along the rail and A1085 transport corridor.	Views east would be possible to the common conveyor alignment at high level. For the northern route option views west would be possible to a transfer tower immediately adjacent to the railway at the south east corner of the sewage works. The southern conveyor route option would be visible rising above existing infrastructure to the west. The northern conveyor route option would be visible at high level running northwards from the transfer tower, between the sewage works and the railway, before joining a further transfer tower at the north eastern corner of the sewage works and heading eastwards to the proposed quay. Worst case effects for both conveyor route options would occur at the localised point where the common conveyor alignment passes over the railway, with new structures forming prominent additions within views to the west and east. Additional effects would occur for the northern conveyor route option where the high level conveyor structure and additional transfer tower would form prominent new features within views to the west. Taller quay structures would be visible in distant views to the north west. In all instance development components would constitute a minor change to view character.	The railway passes directly through a heavily industrialised area where large scale structures dominate existing view character. The proposed conveyor and transfer tower structures would be in keeping with this setting but would form dominant new foreground and skyline elements. The conveyor structure and transfer towers would be encased in neutral/ recessive colour cladding.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase (southern and northern conveyor route options): High adverse Operational phase (southern and northern conveyor route options): High adverse Decommissioning phase (southern and northern conveyor route options): High adverse
Office and industrial workers						
Workers in surrounding industrial complexes	Multiple locations around the conveyor routes and quay site	Views to the conveyor and quay sites are possible from multiple adjoining industrial and port sites including the SSI Steel office buildings, Redcar steelworks, Wilton International site, Teesport, Redcar sewage works and Seal Sands complex. A range of foreground, midground and distant views are available to conveyor	The proposed scheme would be visible from adjoining sites and would comprise a small change within views that are already dominated by large scale industrial infrastructure. Ground level views from the SSI Steel offices to the section of conveyor where it	The conveyor structure and transfer towers would be encased in neutral/ recessive colour cladding in keeping with existing industrial character.	Phase 1 construction stage effects are expected to last approximately 17 months. Phase 2 construction activity would last approximately 17 months.	Construction phase: Low adverse Operational phase: Low adverse Decommissioning phase:

Receptor	Distance to site	Existing view	Size/ scale of change	Degree of contrast or integration	Duration and reversibility	Magnitude of change
		options and the proposed quay. In all instances views are from within industrialised areas with view character being dominated throughout by large scale industrial infrastructure and buildings.	crosses the A1085 are enclosed by earth mounding and planting. Views to the road crossing point would be possible from upper floors but the new structure would be seen in the context of an existing industrialised backdrop.			Low adverse

Assessment of Significance

Sensitivity and magnitude of change values are combined using professional judgement to identify the significance of change likely to arise from the development for each receptor. Significance of change is reported as being **negligible, minor, minor moderate, moderate, moderate major** or **major** and as being either **beneficial** or **adverse**. The following colour system is used to highlight significance values:

Moderate/ moderate major beneficial/ major beneficial		Moderate adverse/ moderate major adverse/ major adverse	
Minor moderate beneficial/ minor beneficial		Minor moderate adverse/ minor adverse	
Negligible beneficial/ no change		Negligible adverse/ no change	

Significance values of **moderate, moderate major** or **major** should be considered as **likely significant effects** for the purposes of the EIA regulations and should be taken into account by decision making bodies.

Significance values are identified for the proposed development with the northern and southern conveyor route options. No significant difference is predicted between construction, operational and decommissioning phase effects within views from the majority of receptors. The significance values given below would therefore apply to receptors during all phases of the scheme with the duration of impacts within these phases varying in line with the project programme. The exception to this general principle is for views from Armitage Road, Dormanstown, where existing off-site tree planting is predicted to reduce longer term impacts.

Receptor	Sensitivity to change	Magnitude of change	Significance of change	Commentary	Proposed mitigation measures
Residents at Broadway West and Wilton Avenue, Dormanstown	High	Low adverse	Minor moderate adverse	Existing screen planting and security fence measures heavily filter or block ground level views from nearby residential receptors, proposed structures would be seen through the existing foreground elements.	All proposed structures are inherently in keeping with the scale and form of existing industrial infrastructure surrounding the development.
Residents at Armitage Road, Dormanstown	High	Construction Low to medium adverse	Moderate adverse	Elevated sections of conveyor and a transfer tower would initially be seen against the open skyline, amongst existing distant industrial features during construction and early operational phases. Existing foreground tree planting within public open space is predicted to develop as an effective screen within views west towards the site, gradually reducing impacts during operational and decommissioning phases.	Grey/ neutral colour cladding to the conveyor structure and transfer towers, to match existing features, would reduce prominence within views and enhance compatibility with existing infrastructure. Use of recessive colours for taller structures would reduce prominence within available views.
		Operational Year 1 Low to medium adverse	Year 1 Moderate adverse		
		Operational Year 15 Negligible to low adverse	Year 15 Minor adverse		
		Decommissioning Negligible adverse	Negligible adverse		
Users of bridleways 116/10/1 and 116/10/2	Medium	Low to medium adverse	Moderate adverse	Existing screen planting and security fence measures heavily filter or block ground level views but proposed structures would be seen through and rising foreground elements.	
Users of bridleways 116/9/1 and 116/9/2 (both Teesdale Way and potentially part of the England Coast Path)	High	Medium adverse	Moderate major adverse	Effects relate to the common conveyor route between the Redcar to Middlesbrough railway and A1085. The conveyor would be viewed in the context of existing industrial infrastructure but would be elevated, and clearly visible against the skyline.	
Users of footpaths 116/31/1, and 116/31/2 (potentially part of the England Coast Path)	High	Southern conveyor route option: Medium adverse	Southern conveyor route option: Moderate major adverse	Southern conveyor route effects are for the section west of the Redcar to Middlesbrough railway and distant views of taller quay structures. The conveyor would be viewed in the context of existing industrial infrastructure but would form a prominent new skyline element. The effects of the northern conveyor route option relate to views of the conveyor structure and transfer tower at the south east corner of the sewage works, with the majority of the conveyor structure being hidden behind intervening high ground/ existing structures.	
		Northern conveyor route option: Low adverse	Northern conveyor route option: Minor moderate adverse		
Users of footpaths 116/31/3 and 102/2A/2	Medium	Negligible/ low adverse	Negligible adverse and minor moderate adverse	Effects relate to the conveyor structure. This would be seen in distant views only and in the context of existing industrial infrastructure within the view. Minor moderate effect only applies to northern end of 116/31/3.	As above.
Users of footpaths 102/2/2 and 102/2/3 (Teesdale)	Medium	Negligible adverse	Negligible adverse	Effects relate to taller quayside structures. These would be seen in the context of and would be compatible with existing	

Receptor	Sensitivity to change	Magnitude of change	Significance of change	Commentary	Proposed mitigation measures
Way) and 102/2A/1				industrial infrastructure within the view.	
Users of the A1085 combined cycle/ footways and Teesdale Way	Medium	High adverse	Moderate major adverse	Effects relate to the conveyor structure where it crosses over the receptor route. Note that impacts may be reduced or the bridge structure may be perceived as a positive feature depending on the final architectural design of the crossing structure.	
Users of the Teesdale Way at South Gare Breakwater	High	Low adverse	Minor moderate adverse	Effects relate to taller quayside structures and ship loading activity, these effects would be seen in the context of, and would be compatible with, existing industrial infrastructure within the view.	
Users of byways S1A and S1B (Seaton Carew)	High	Negligible/ low adverse	Negligible/ minor adverse	Effects relate to taller quayside structures, these would be seen in the context of and would be compatible with existing industrial infrastructure within the view.	
Visitors to Saltholme Nature Reserve (Bran Sands)	High	Low adverse	Minor moderate adverse	Effects relate to quayside structures and ship loading activity, these effects would be seen in the context of and would be compatible with existing industrial infrastructure within the view.	
Visitors to Teesmouth National Nature Reserve (North Gare Sands)	High	Low adverse	Minor moderate adverse	Effects relate to quayside structures and ship loading activity, these effects would be seen in the context of and would be compatible with existing industrial infrastructure within the view.	
Users of marina at Paddy's Hole, South Gare Breakwater	Medium	Low adverse	Minor adverse	Effects relate to taller quayside structures and loading activity, these effects would be seen in the context of and would be compatible with existing industrial infrastructure within the view.	
Visitors to beaches at North Gare Sands	High	Low adverse	Minor moderate adverse	Effects relate to quayside structures and ship loading activity, these effects would be seen in the context of and would be compatible with existing industrial infrastructure within the view.	
Visitors to Eston Nab	High	Negligible adverse	Negligible adverse	Taller quayside structures would be visible but would be insignificant within the overall view. Conveyor structures would be difficult to discern within the view.	
Drivers on the A1085	Low	High adverse	Moderate adverse	Effects relate to the conveyor structure where it crosses over the road. Note that impacts may be reduced or the bridge structure may be perceived as a positive feature depending on the final architectural design of the crossing structure.	
Drivers on West Coatham Lane	Low	Low adverse	Minor adverse	Effects relate to the conveyor structure, this would be seen in the context of and would be compatible with existing industrial infrastructure within the view.	
Passengers on the Middlesbrough to Redcar line	Low	High adverse	Moderate adverse	Effects mainly relate to the conveyor structure, this would be seen in the context of and would be compatible with existing industrial infrastructure within the view. Distant views to taller quayside structures would be possible but would not be significant.	
Workers in surrounding industrial complexes	Low	Low adverse	Minor adverse	Conveyor structures and quayside structures would be visible from multiple locations surrounding the scheme but would not be of significance given existing heavily industrialised context.	