



Able Marine Energy Park

Material Change 2

Responses to Questions

9.0.7 – 9.0.9

ABLE MARINE ENERGY PARK (MATERIAL CHANGE 2)

RESPONSE TO THE EXAMINING BODY'S WRITTEN QUESTIONS AND REQUESTS FOR INFORMATION (EXQ1)

9. QUAYSIDE CRANES – Q9.07, Q9.08 AND Q9.09

Able Marine Energy Park, Killingholme, North Lincolnshire



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1. Introduction

1.1 This report provides further details in response to The Examining Body's written questions and requests for information (ExQ1), specifically in response to the following questions relating to the Quayside crane:

- Q9.07 - Please prepare material showing zones of visibility for the cranes in relation to heritage assets, landscape, and residential receptors.
- Q9.08 - Please show descriptively and diagrammatically, including through photomontages updated from the original ES and new photomontages if necessary, the effects of the taller cranes and their lighting on these receptors, including their night-time effects. Show this with reference to the LVIA prepared for Chapter 20 of the original ES, and the analysis of Heritage setting effects undertaken for the ES (Annex 18.4).
- Q9.09 - Useful updated photomontages would be: VP1, VP2, VP3, VP4, VP8, VP13 and VP17. However, the choice may depend on the zone of visibility and it would be helpful to have sight of this in outline form as soon as possible.

1.2 For the avoidance of doubt, the Applicant is only proposing one rail crane.

2. Response to Q9.07

2.1 Appendix A includes Figure 1: Zone of Theoretical Visibility (ZTV), which illustrates the area where a proposed crane with a total height of 200m and located on the quayside, may be theoretically viewed. The ZTV has been produced based upon a 'bare earth' scenario where features of the landscape such as buildings, structures and vegetation are not modelled. It is acknowledged that these features have potential to provide screening of the proposed crane and as such the ZTV is used as a basis of determining likely receptors locations and the subsequent testing of visibility within the field. It should be regarded as a worst-case scenario only and not a true representation of actual visibility.

2.2 Figure 20.3a Zone of Theoretical Visibility and Viewpoint Locations from the original application is included for comparison.

2.3 Figure 1 illustrates that there would be a marginal increase in the extent of the areas where the proposed crane would be visible compared to the ZTV for the wind turbines. This is predominantly within the south and south west of the study area and within areas in excess of 20km from the site. There would be no change to the extent of visibility within 10km of the site.

3. Response to Q9.08

3.1 The Landscape and Visual Chapter of the Environmental Statement for the original application contained baseline photography and photomontages for the following viewpoints only: VP1, VP2, VP3, VP13, VP17 and VP18.

3.2 Given the lack of original baseline photography for the majority of the viewpoints it is not possible to compare the original assessments from these locations with current views. As such, updated photography and photomontages have been produced for the following viewpoints only: VP1, VP2,

VP3, VP13 and VP17, as suggested in Q9.09. Due to VP18 being located approximately 23km from the development site, it is considered that any change in view would not be perceivable from this location and it has therefore been omitted from the update.

3.3 For the locations where original baseline photography is not available, we have combined views from the same general direction and discussed the potential for change based on the following:

- components of the existing view (Table 20.18 of the 2011 LVIA)
- description of the Proposed View assessed within the 2011 LVIA (Table 20.18)
- aerial photography and OS maps to identify intervening screening elements between viewpoint location and the quayside crane.
- the author's knowledge of the study area and professional judgement to combine the known factors and determine the potential for the increase in crane height to change the outcome of the original assessment.

3.4 A review of the potential for the proposed quayside crane to affect the previously assessed landscape and visual receptors is detailed within Tables 1 and 2. To allow a comparison with the previous assessment of the approved development, the tables include the original assessment results for each receptor, along with details of the consideration as to whether the proposed crane is likely to result in a change to the original assessment.

3.5 The review of potential changes to the Magnitude of Change and Significance of Effect is based on the original assessment methodology.

Table 1: Review of Potential Changes to Landscape Character

Landscape Receptor	Sensitivity to the proposed change	Magnitude of change	Significance of Impact	Key text from Tables 20.9 to 20.12 of the Original ES	Predicted Change due to the proposed quayside crane
North Lincolnshire – Landscape Character Areas					
Humber Estuary	Medium	Medium	Moderate	The proposal is of some considerable scale and will be seen as a large-scale additional feature comprising new buildings, cranes and wind turbines which will be temporarily present as these await despatch.	The increase in crane height would be visible against the skyline from within the LCA, however, given the existing prevalence of industrial development with existing tall vertical elements it would not introduce a new or incongruous landscape feature. There would be no change to the original assessment.
Lincolnshire Drift	Medium	Medium	Moderate	The main visible features will be the proposed wind turbines which will be temporarily visible as these await despatch out to sea together with crane infrastructure. These elements of the proposal will usually be seen as relatively large new features albeit with the Lindsey Oil Refinery in the foreground.	The increase in crane height would be viewed against the skyline and introduce no new incongruent features into the scene. Given the industrial context and local prevalence of large-scale, tall vertical structures relating to ports and industry, it has been assessed there would be no change to the original assessment.

Landscape Receptor	Sensitivity to the proposed change	Magnitude of change	Significance of Impact	Key text from Tables 20.9 to 20.12 of the Original ES	Predicted Change due to the proposed quayside crane
Lincolnshire Wolds	Addressed under national landscape character			As most of this landscape is located over 10 km away from the proposal, the assessment of impacts is addressed with reference to National Character Area no. 43 Lincolnshire Wolds.	Given the scale of change in relation to the scale of the receptor, it is envisaged that there would be no perceivable effects.
North East Lincolnshire					
Landscape Character Area A – Humber Estuary	Low	Small - Medium	Not Significant Minor	The proposal temporary wind turbines and associated crane infrastructure will be seen in the context of existing industrial developments such as the Lindsey Oil refinery and Immingham Port.	The increase in crane height would be visible against the skyline, however it would not introduce a new or incongruous element into the view which typically include large scale and tall vertical industrial structures. It is considered that the increased height would not result in a change to the original assessment.
Landscape Character Area B – Lincolnshire Coast and Marshes	Low	Medium	Minor	The scale of the proposed elements will appear to be relatively tall compared with the existing industrial features. The proposed wind turbines will, however, be seen on a temporary basis as slender elements that do not compare with other existing features in terms of bulk or mass. Nonetheless these are likely to be the tallest elements in the view where visible.	The increase in crane height may be visible from within the LCA but it would be viewed in the context of existing large-scale industrial development and from such a distance that the change would be barely perceivable. It is considered that there would be no change to the original assessment.

Landscape Receptor	Sensitivity to the proposed change	Magnitude of change	Significance of Impact	Key text from Tables 20.9 to 20.12 of the Original ES	Predicted Change due to the proposed quayside crane
West Lindsey					
Wolds Estates	Low	Small	Not Significant	The proposed temporary wind turbines will be seen only in part with the existing Lindsey Oil Refinery often in the foreground.	Given the scale of change in relation to the scale of the receptor, it is envisaged that there will be no perceivable effects.
East Riding of Yorkshire					
Low Lying Drained Farmland of the Humber Estuary – Sunk Island	Medium	Medium	Moderate	The main elements which will be seen are the proposed wind turbines, which will be temporarily visible, and associated crane infrastructure. These will be seen as medium sized elements from the nearest point in this landscape to the site for the proposal which is approximately 4 km away. Further afield, these will be seen as even smaller elements in the landscape. The proposed wind turbines will be temporarily visible as tall elements on the horizon relative to other existing industrial element currently visible from this landscape. In addition, the crane infrastructure will be visible as well as the vessels temporarily berthed at the new quayside to facilitate shipment of the wind turbines.	The increase in crane height would be viewed in the context of existing large-scale industrial development with many tall vertical structures, and as part of a panoramic view. The increase in height is not considered to fundamentally change the nature of the views out of the LCA or affect the magnitude of change it would experience, as such it is considered that there would be no change to the original assessment.

Landscape Receptor	Sensitivity to the proposed change	Magnitude of change	Significance of Impact	Key text from Tables 20.9 to 20.12 of the Original ES	Predicted Change due to the proposed quayside crane
Low Lying Drained Farmland of the Humber Estuary – South Pattingham, Ottringham and Keyingham Farmland	Medium	Small	Minor	The proposal will be seen as relatively small elements in the distance, located nearly 6 km away from the nearest point in this landscape. The wind turbines will be seen on a temporary basis only as these await despatch out to sea.	Given the scale of change in relation to the scale of the receptor, it is envisaged that there will be no perceivable effects.
Low Lying Drained Farmland of the Humber Estuary – Paull Farmland	Medium	Small	Minor	The proposed structures will be small elements, located approximately 7 km from the viewer at this location.	Given the scale of change in relation to the scale of the receptor, it is envisaged that there will be no perceivable effects.
Open Farmland of Holderness – Burstwick to Withernsea Farmland	Medium	Imperceptible – Small	Not Significant - Minor	Throughout the area generally, there will be limited opportunities to view the proposal and often weather conditions will prevent long range clear visibility in the direction of the Humber Estuary	Given the scale of change in relation to the scale of the receptor, it is envisaged that there will be no perceivable effects.
Farmed Urban Fringe of Holderness – Hedon, Preston and Bilton Farmland	Addressed under national landscape character.			As most of this landscape is located over 10 km away from the proposal, the assessment of impacts is addressed with reference to National Character Area no. 40 Holderness under national landscape character	Given the scale of change in relation to the scale of the receptor, it is envisaged that there will be no perceivable effects.

Landscape Receptor	Sensitivity to the proposed change	Magnitude of change	Significance of Impact	Key text from Tables 20.9 to 20.12 of the Original ES	Predicted Change due to the proposed quayside crane
Kingston Upon Hull	Low	Imperceptible – Small	Not Significant.	At distances of 9 – 10 km away, the proposed wind turbines, crane infrastructure and vessels for shipment will be seen as very small elements only in weather conditions which afford long range visibility. The wind turbines will be seen on a temporary basis only as these await despatch out to sea.	Given the scale of change in relation to the scale of the receptor, it is envisaged that there will be no perceivable effects.

Table 2: Review of Potential Change to Visual Amenity

Viewpoint No.	Description of Viewpoint	Description of Changes to the View – Approved Scheme	Magnitude of Change	Significance of Impact	Predicted changes as a result of the proposed quayside crane
1	Public Footpath on South Humber Bank	The proposed quayside, wind turbines, wind turbine foundations and infrastructure associated with the shipment of the wind turbines will be visible. The extent of visibility will vary depending on whether the passenger ferry is berthed. The buildings associated with the core development areas will be mostly screened from view behind vegetation in the foreground. The proposal will be seen in the context of a view which features a range of industrial developments.	Large	Moderate to Major	Given that the approved development has been assessed to result in the maximum Magnitude of Change, there is little potential for the increase in crane height to result in an increased Significance of Impact. The crane represents one of many new elements which impact on the visual amenity of the receptor, including the presence of large vessels at the new quay, wind turbine components temporarily stored on the quayside awaiting despatch and the new buildings within the site. As such it is considered that the increase in crane height would not fundamentally change the nature of the future view, which is already heavily influenced by industrial development. It is therefore considered that the proposed quayside crane would not change the results of the previous assessment.

Viewpoint No.	Description of Viewpoint	Description of Changes to the View – Approved Scheme	Magnitude of Change	Significance of Impact	Predicted changes as a result of the proposed quayside crane
2	North Killingholme Haven Pits	The proposed wind turbines will be temporarily visible on the quayside as these await shipment out to sea. Various types of wind turbine components such as foundations and sections of towers will be visible, arranged in tightly packed groups. Some of the buildings associated with the core development areas will be partly visible from this location. The AMEP will be seen in the context of the Killingholme Marshes with vegetation in the foreground.	Large	Major	The approved development has been assessed as resulting in the greatest degree of impact on the receptor (Major). The proposed crane would increase the extent of new structures against the skyline but is only one of many new elements introduced into the views, which are cumulatively responsible for the resulting Magnitude of Change previously assessed. Due to the proposed crane being only a small part of the change in view, it is considered that the increase in crane height would not fundamentally change the assessed Magnitude of Change and would have no effect on the assessed Significance of Impact.

Viewpoint No.	Description of Viewpoint	Description of Changes to the View – Approved Scheme	Magnitude of Change	Significance of Impact	Predicted changes as a result of the proposed quayside crane
3	Coastal Footpath North Humber Bank	<p>The proposed wind turbines will be temporarily visible on the quayside as these await shipment out to sea. Various types of wind turbine components such as foundations and sections of towers will be visible, arranged in tightly packed groups. Vessels will be visible from time to time as these are associated with the transport of the wind turbines. Some of the buildings associated with the core development areas will be partly visible from this location.</p> <p>The proposal will be more prominent than other industrial elements on the south bank owing to their scale and the fact that they are in proximity to the Estuary.</p>	Medium	Moderate	<p>The proposed crane would be visible against the skyline; however, it would be seen in the context of a panoramic view with numerous upright structures such as cranes, chimneys and flare stacks which puncture the skyline at the horizon. The proposed crane would represent only a small part of the view will not introduce a new or incongruous feature into the scene. The Magnitude of Change is a result of the crane plus many other elements, such as the new buildings, temporary storage of wind turbine parts, vessels moored at the new quay. As such, it is considered, at the distance the site is viewed from, that the proposed crane would be only a very small part of the scene and would not affect the overall nature of the view. It would therefore not affect the assessed Magnitude of Change or Significance of Impact in the original assessment.</p>
13	Residents of East Halton	<p>The proposed wind turbines will be temporarily visible as these await despatch. Only the upper portions of these will be visible above the line of existing hedgerow vegetation together with the upper sections or jibs of some cranes. The buildings associated with the AMEP supply chain will be screened from view by the hedgerows near to the viewer.</p>	Medium	Moderate	<p>The proposed crane would be screened from view by intervening vegetation from this viewpoint. As such there is no potential for it to change the original assessment results.</p>

Viewpoint No.	Description of Viewpoint	Description of Changes to the View – Approved Scheme	Magnitude of Change	Significance of Impact	Predicted changes as a result of the proposed quayside crane
18	Spurn Head Car Park	<p>The wind turbines will be visible as small elements on the horizon under weather conditions that afford clear visibility. These will be temporarily visible as they await despatch. The buildings, structures and quayside associated with the AMEP will be difficult to see at this distance.</p> <p>On many occasions, these will not be visible owing to the prevailing weather conditions in the area which can restrict long range views.</p>	Imperceptible – Small	Not Significant - Minor	The change would be viewed from such a distance that any change would be barely perceptible and therefore result in no change to the previously assessed Magnitude of Change and Significance of Effect.

Views from the North (Viewpoints 4 and 6)

- 3.6 Views from the north are from at least 6.5km, the proposed crane would be viewed in the context of existing large-scale industrial and port development which includes many tall, vertical structures. The proposed crane would form a very small part of the panoramic view and as such, it is considered that the additional height could be easily missed by casual observers. Where it is perceivable, it is considered that there would be such a low level of change that it would not have the potential to alter the overall nature of the view and there would be no potential for a change to the original assessment results.

Views from the East (Viewpoints 10, 16 and 18)

- 3.7 The receptors are located at least 8.5km from the quayside. It is considered that the proposed change will form such a small part of the view that it would be barely perceptible and as such result in no change to the previously assessed Magnitude of Change or Significance of Impact.

Views from the south (Viewpoints 8, 9 and 15)

- 3.8 Viewpoint 8 is located immediately adjacent to the site boundary and was assessed as experiencing a Major Significance of Impact due to the approved development, this was described as resulting primarily from *“buildings associated with the production of the wind turbine nacelles and towers will be visible together with external storage areas in the foreground”*. Although, there is potential for the proposed crane to be partially visible from this location, given that the receptor will already experience the maximum level of impact, there is no potential for this to increase further.
- 3.9 Viewpoint 9 is located in the middle distance, approximately 3.5km away, and was assessed as experiencing a Moderate Significance of Impact from the approved scheme, relating from *“the taller structures within AMEP”*. There is potential for the proposed crane to be more visible from this location but given the distance to the receptors and screening provided by intervening vegetation, structures and buildings it is considered that the change in comparison to the approved scheme is likely to be small and therefore it is considered unlikely that the receptors at this location would experience a greater level of effect than that previously assessed.
- 3.10 Viewpoint 15 is located approximately 8km to the south west of the application site, the original assessment describes the primary visible elements as being *“The wind turbines associated with the AMEP”* and that they will be viewed *“as small elements in association with the oil refinery”*. It is considered that from this distance there will be no perceivable change to the assessed view.

Views from the West (Viewpoints 11 and 12)

- 3.11 The viewpoints are located approximately 3.7km to the west of the site, with the Lindsey Oil Refinery and Humber Refinery located within the intervening landscape. The original assessment described the change in view as follows: *“The proposed wind turbines and crane infrastructure will be partly visible above the line of the structures associated with the oil refinery. The wind turbines will be temporarily visible as these await despatch.”* It is considered that given that the refineries substantially screen views in the direction of the quayside, where, visible, views of the proposed crane will be limited to its upper parts and will be viewed in the context of existing industrial development which includes numerous tall vertical structures such as chimneys and flare stacks. The proposed crane will also form only a small part of the scene and is unlikely to change the nature of the view from that which has been previously assessed. It is therefore considered that will be no effect on the Magnitude of Change or Significance of Impact.

Views from the North-west (Viewpoints 5 and 7)

- 3.12 The viewpoints are located approximately 10km to the north west of the site; at such a distance it is predicted that any change in the panoramic view due to the proposed crane will be barely perceivable. As such, it is considered that there is no potential for the proposed crane to affect the previously assessed Magnitude of Change and Significance of Impact.

4. Response to Q9.09

- 4.1 As noted in paragraph 3.2, given the lack of original baseline photography for the majority of the viewpoints it is not possible to compare the original assessments from these locations with current views. As such, updated photography and photomontages have been produced for the following viewpoints only: VP1, VP2, VP3, VP13 and VP17. Due to VP18 being located approximately 23km from the development site, it is considered that any change in view would not be perceivable from this location and it has therefore been omitted from the update.

- 4.2 Appendix A includes the following figures which illustrate daytime and/or night-time views to illustrate and support the comments made in Tables 1 and 2.

- Figure 2: Viewpoint 1 – Day-time view (photomontage)
- Figure 3: Viewpoint 2 – Day-time view (photomontage)
- Figure 4: Viewpoint 3 – Day-time view (photomontage)
- Figure 5: Viewpoint 13 – Day-time view (photomontage)
- Figure 6: Viewpoint 17 – Day-time view (photomontage)
- Figure 7: Viewpoint 1 – Night-time view (annotated view)
- Figure 8: Viewpoint 3 – Night -time view (annotated view)
- Figure 9: Viewpoint 4 – Night -time view (annotated view)
- Figure 10: Viewpoint 17 – Night -time view (annotated view)

Nighttime Views

- 4.3 Figures 6 to 10 within Appendix A illustrate typical nighttime views towards the site, which clearly show the existing high levels of lighting associated with the port, power and industrial developments along the south bank of the Humber estuary. These developments include many tall structures which are lit with aviation safety lighting and flare stacks within the oil refineries, as such the lit features within the night sky are not confined to ground level.
- 4.4 The approved application includes the installation of 50m lighting columns to the quay frontage and external storage areas, and 30m lighting columns to the car park areas.
- 4.5 The proposed crane will introduce a new source of lighting into the view, however, given the high levels of existing and approved light sources, it is considered that the proposed lighting would be barely perceivable from many locations. Where it is visible as a new lit source, it would not

fundamentally change the nature of the view.

- 4.6 It is considered that additional lighting associated with the proposed quayside crane would not change the previous assessment on landscape character or visual amenity.

5. Summary and Conclusions

- 5.1 This report provides a response to written questions and requests for information (ExQ1) including Q9.07, Q9.08 and Q9.09.
- 5.2 In response to Q9.07, a ZTV which illustrates the area where a proposed crane with a total height of 200m located on the quayside has been provided in Figure 1. Comparison of this with Figure 20.3a from the original ES indicates that there would be a marginal increase in visibility of this structure. However, the additional areas are all in excess of 20km of the site and therefore in reality the additional structure in the view is likely to be barely perceivable.
- 5.3 In response to Q9.08, a review of the potential for the proposed quayside crane to affect the previously assessed landscape and visual receptors has been provided within Tables 1 and 2 and the sections following. This review indicates that, where the crane was perceptible, there would be no change to the original assessment of effects on landscape character given the prevalence of industry and existing vertical features in the context of which the proposed crane would not be a new or incongruous feature. Similarly, in relation to the potential change to the number and level of visual effects, this review indicates that whilst the proposed crane may increase the extent of new structures against the skyline, it is only one of many new, cumulative, elements introduced into views, which result in the levels of visual effect assessed and so the levels of visual effect previously assessed would be unchanged.
- 5.4 In response Q9.09 updated photomontages have been provided for Viewpoint 1, 2, 3, 13 and 17. These are provided in Appendix A (Figures 2 to 6).

APPENDIX A

Figures

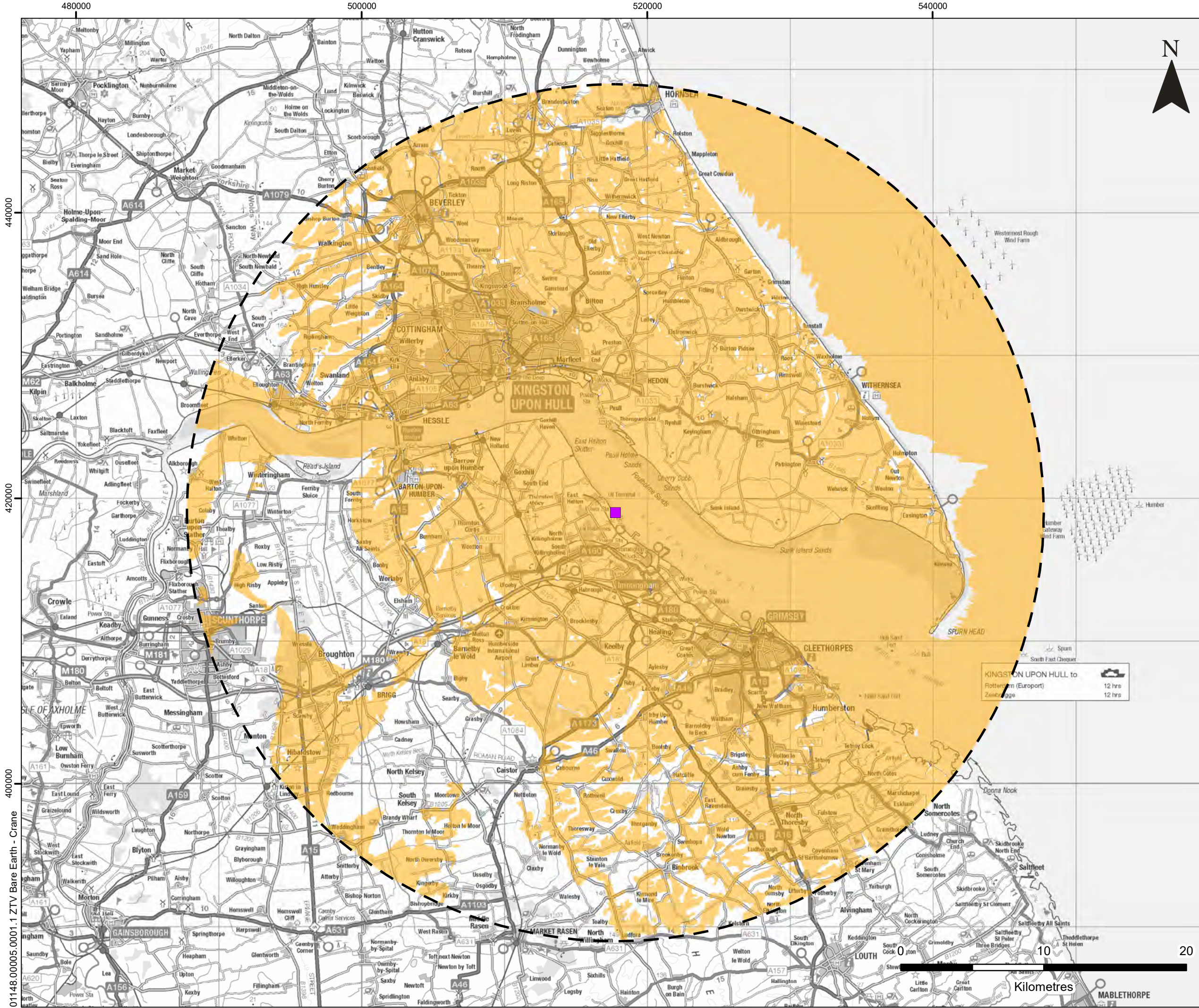


Able Marine Energy Park

Material Change 2

Figures to Responses to

Questions 9.0.7 – 9.0.9



LEGEND

- Approximate Location of Crane
- 30km Buffer of Crane
- Zone of Theoretical Visibility: Crane Visible

Note

This Zone of Theoretical Visibility (ZTV) has been generated using ESRI ArcGIS Spatial Analyst extension. The digital terrain model (DTM) has been derived from OS Terrain 50 dataset (1.5 - 2.5m Root Mean Square Error [RMSE]) up to 30km from the marked location of the crane. Earth curvature has been included in the ZTV calculation and refraction of light has been applied using SNH guidance settings. The ZTV has been generated from a viewing height of 2m above ground level which falls within recommendations by "Visual Representation of Windfarms" prepared for Scottish Natural Heritage (SNH) February 2017 - Version 2.2.

The use of ZTV mapping at this stage is limited and the following assumptions should be noted:

- The ZTV has been generated using the approximate location of the crane with height of 200m.
- The ZTV is generated from a bare earth terrain and does not account for the screening effect of features within the landscape such as settlements and woodland. It does not indicate potential visual effects or show the likely significance of effects. It shows potential theoretical visibility only. The ZTV has been produced for the purpose of informing 'on the ground' visual assessment.



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AMEP UPDATED ES

LANDSCAPE

**ZONE OF THEORETICAL VISIBILITY
BARE EARTH: CRANE 200M**

FIGURE 1

Scale 1:250,000 @ A3 Date DECEMBER 2021



VIEWPOINT: 1 Public Footpath, South Humber Bank - Baseline Photography

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 11:54
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: NORTH

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TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 1 **DRAWING NO: 2a**



VIEWPOINT: 1 Public Footpath, South Humber Bank - Photomontage

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 08/12/21 AT 11:37
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: NORTH

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TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 1 **DRAWING NO: 2b**



VIEWPOINT: 2 North Killingholme Haven Pits - Baseline Photography

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 10:46
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: SOUTH EAST

TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

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 LVA

JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 2 **DRAWING NO: 3a**



VIEWPOINT: 2 North Killingholme Haven Pits - Photomontage

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 10:46
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: SOUTH EAST

TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

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JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 2 **DRAWING NO: 3b**



VIEWPOINT: 3 Coastal Footpath, North Humber Bank - Baseline Photography

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 03/12/21 AT 11:06
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: WEST

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TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 3 **DRAWING NO: 4a**



VIEWPOINT: 3 Coastal Footpath, North Humber Bank - Photomontage

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 03/12/21 AT 11:06
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: WEST

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TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 3 **DRAWING NO: 4a**

21208_416.01148.00005_ABLE MARINE ENERGY PARK_NIGHT PHOTOGRAPHY_EW

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VIEWPOINT: 13 Residents of East Halton - Baseline Photography

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 03/12/21 AT 13:05
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: EAST

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TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 13 **DRAWING NO: 5a**



VIEWPOINT: 13 Residents of East Halton - Photomontage

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 03/12/21 AT 13:05
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: EAST

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TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 13 **DRAWING NO: 5b**



VIEWPOINT: 17 Lincolnshire Wold AONB - Baseline Photography

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 14:20
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: NORTH

TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

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JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 17 **DRAWING NO: 6a**



VIEWPOINT: 17 Lincolnshire Wolds AONB - Photomontage

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 14:20
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: SOUTH

TYPE 3 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

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JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 13 **DRAWING NO: 6b**



VIEWPOINT: 1 Public Footpath, South Humber Bank

PROJECTION: CYLINDRICAL
ENLARGEMENT FACTOR: 96% AT A1
VIEW AT COMFORTABLE ARM'S LENGTH
HORIZONTAL FIELD OF VIEW: 90°
TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 19:04
MAKE AND MODEL OF CAMERA: NIKON D90
MAKE AND FOCAL LENGTH OF LENS: 35MM
DIRECTION OF VIEW: EAST

TYPE 1 PHOTOGRAPHY
WINTER PHOTOGRAPHY

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LVA
JOB NO: 416.01148.00005
DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 1 **DRAWING NO: 7**



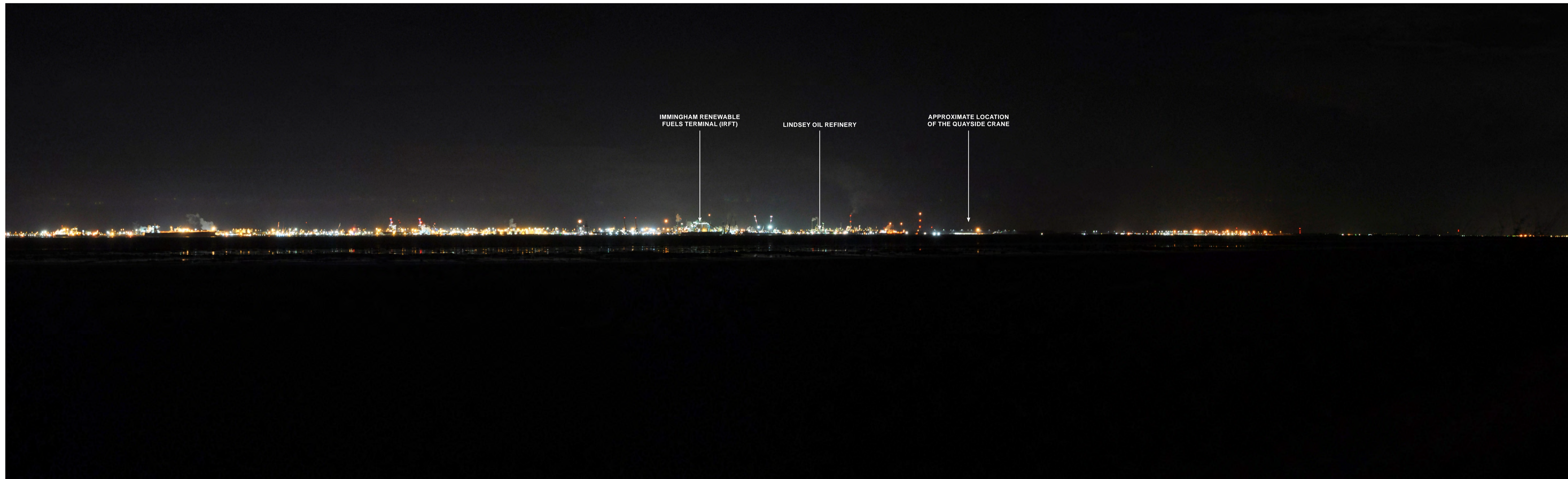
VIEWPOINT: 3 Coastal Footpath, North Humber Bank

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 21:21
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: SOUTH EAST

TYPE 1 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

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 JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 3 **DRAWING NO: 8a**



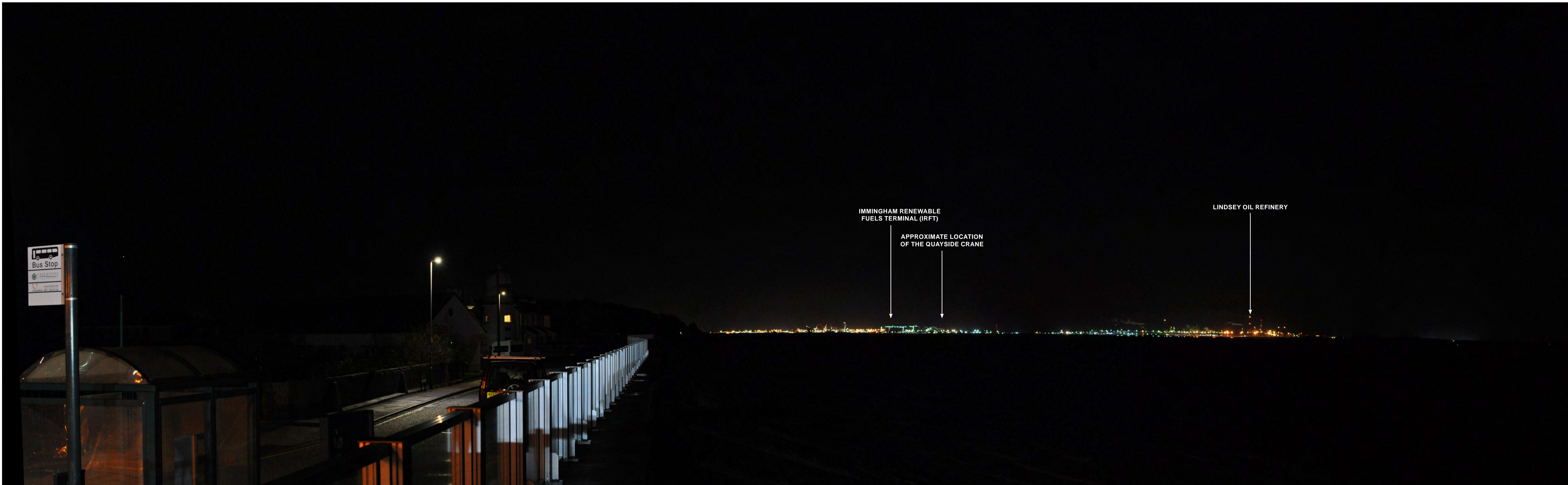
VIEWPOINT: 3 (CONTINUED) Coastal Footpath, North Humber Bank

PROJECTION: CYLINDRICAL
 ENLARGEMENT FACTOR: 96% AT A1
 VIEW AT COMFORTABLE ARM'S LENGTH
 HORIZONTAL FIELD OF VIEW: 90°
 TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 21:21
 MAKE AND MODEL OF CAMERA: NIKON D90
 MAKE AND FOCAL LENGTH OF LENS: 35MM
 DIRECTION OF VIEW: NORTH EAST

TYPE 1 PHOTOGRAPHY
 WINTER PHOTOGRAPHY

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 JOB NO: 416.01148.00005
 DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 3 **DRAWING NO: 8b**



VIEWPOINT: 4 Residents of Paull

PROJECTION: CYLINDRICAL
ENLARGEMENT FACTOR: 96% AT A1
VIEW AT COMFORTABLE ARM'S LENGTH
HORIZONTAL FIELD OF VIEW: 90°
TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 22:03
MAKE AND MODEL OF CAMERA: NIKON D90
MAKE AND FOCAL LENGTH OF LENS: 35MM
DIRECTION OF VIEW: SOUTH

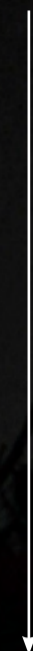
TYPE 1 PHOTOGRAPHY
WINTER PHOTOGRAPHY

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JOB NO: 416.01148.00005
DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 4 DRAWING NO: 9



APPROXIMATE LOCATION
OF THE QUAYSIDE CRANE -
SCREENED BY THE HEDGEROW



VIEWPOINT: 13 Residents of East Halton

PROJECTION: CYLINDRICAL
ENLARGEMENT FACTOR: 96% AT A1
VIEW AT COMFORTABLE ARM'S LENGTH
HORIZONTAL FIELD OF VIEW: 90°
TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 17:50
MAKE AND MODEL OF CAMERA: NIKON D90
MAKE AND FOCAL LENGTH OF LENS: 35MM
DIRECTION OF VIEW: NORTH EAST

TYPE 1 PHOTOGRAPHY
WINTER PHOTOGRAPHY

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VIEWPOINT 13 DRAWING NO: 10a



VIEWPOINT: 13 (CONTINUED) Residents of East Halton

PROJECTION: CYLINDRICAL
ENLARGEMENT FACTOR: 96% AT A1
VIEW AT COMFORTABLE ARM'S LENGTH
HORIZONTAL FIELD OF VIEW: 90°
TO BE PRINTED AT A1 FOR ASSESSMENT PURPOSES

DATE AND TIME OF PHOTOGRAPHY: 06/12/21 AT 17:50
MAKE AND MODEL OF CAMERA: NIKON D90
MAKE AND FOCAL LENGTH OF LENS: 35MM
DIRECTION OF VIEW: SOUTH EAST

TYPE 1 PHOTOGRAPHY
WINTER PHOTOGRAPHY

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JOB NO: 416.01148.00005
DATE: DEC 2021 DRAWN: EW CHECKED: RB APPROVED: EJ
VIEWPOINT 13 DRAWING NO: 10b

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