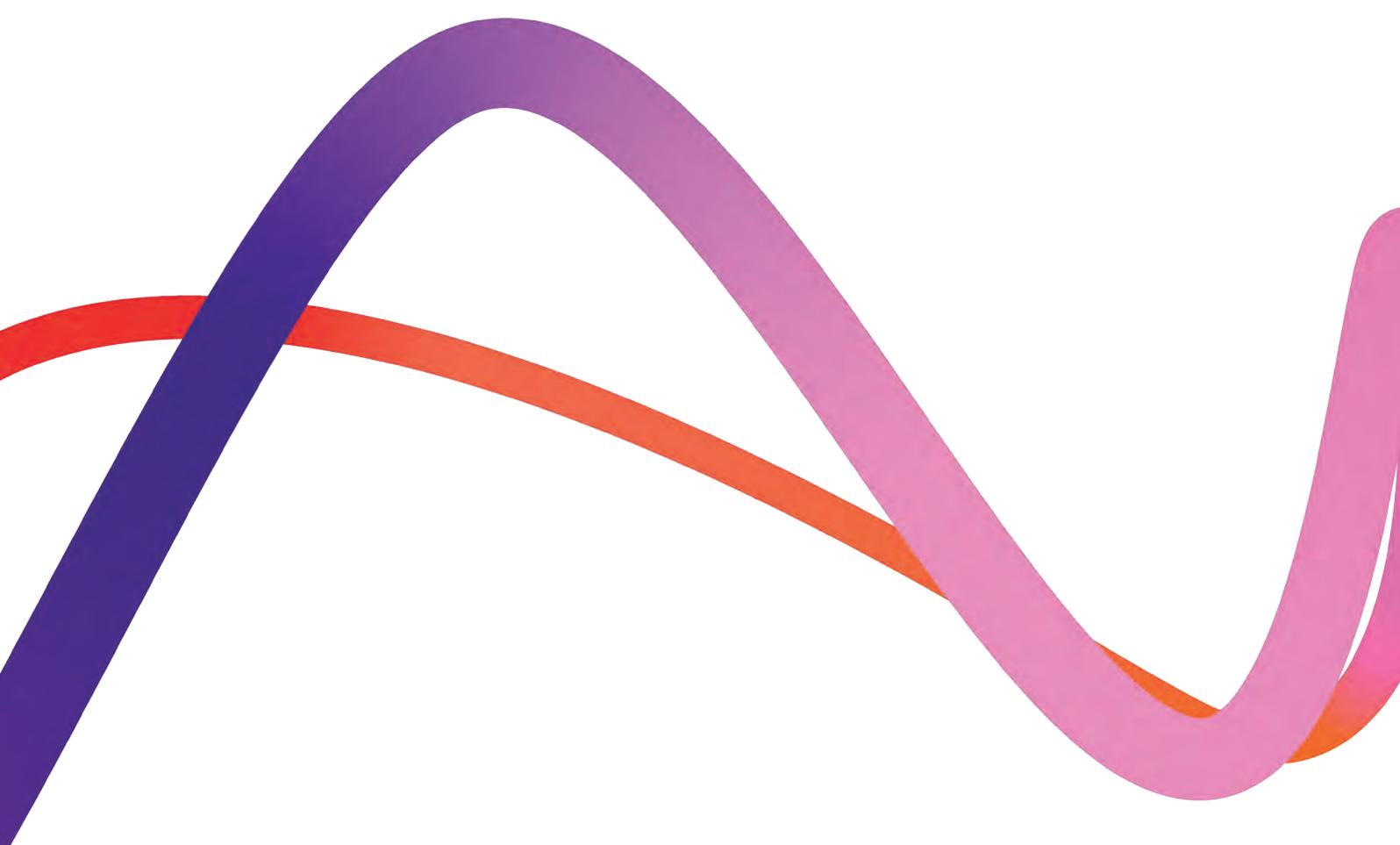
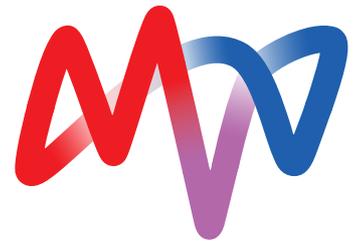


**Medworth Energy from Waste
Combined Heat and Power Facility**

PINS ref. EN010110



**Preliminary Environmental
Information Report**

Chapter 9: Landscape and Visual

June 2021

**We inspire
with energy.**



Report for

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9. Landscape and Visual

9.1 Introduction

9.1.1 This chapter presents the preliminary assessment of the likely significant effects of the Proposed Development with respect to landscape and visual impacts, including impacts upon townscape character. The preliminary assessment is based on information obtained to date.

9.1.2 The chapter should be read in conjunction with the description of the development provided in **Chapter 3: Description of the Proposed Development** and with respect to relevant parts of other chapters especially **Chapter 10: Historic Environment** and **Chapter 11: Biodiversity**, where common receptors have been considered and where there is an overlap or relationship between the assessment of effects.

9.1.3 Eleven appendices accompany this preliminary Landscape and Visual Impact Assessment (LVIA) as follows:

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

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

9.1.5 The terms and abbreviations used within this chapter are included in **Appendix 1F**.

Limitations of the Preliminary LVIA

9.1.6 The preliminary assessments made in this chapter and accompanying appendices are made in the context of ongoing design and assessment work relating to other environmental disciplines. As a consequence, limitations of the preliminary LVIA include the following:



- Details on plume parameters in terms of its maximum and median heights and frequency of presence are not yet confirmed. The preliminary landscape and visual assessments for relevant individual receptors note where the 'periodic presence of the plume' could be a contributory factor to the magnitude of change. More detailed analysis, including a composite Zone of Theoretical Visibility (ZTV) for the plume and the chimneys on the same plan will be provided in the ES.
- The preliminary LVIA is based upon an assumption that the poplar tree plantation and understorey scrub at the southern end of the EfW CHP Facility Site would be removed and no new shrub or tree planting provided. The majority of scrub planting within the CHP Connection Corridor would be removed to accommodate construction access and the pipeline corridor. These assumptions accord with a worst-case scenario. Design work in relation to the retention and introduction of tree and shrub planting within the EfW CHP Facility Site is ongoing and will be reflected in the ES, particularly in relation to the assessment of effects at Year 15 for relevant visual receptors. For the Grid Connection Options 1 and 2, it is assumed that the Construction Environmental Management Plan (CEMP) can be designed to restrict loss of field boundary vegetation (hedgerows and trees) to short sections to either facilitate vehicular access during construction or to allow oversailing by the 132kV conductors. Where possible localised tree or hedgerow removal would be replaced with new planting following completion of construction.
- The design of the façades of the EfW CHP Facility is ongoing. As a consequence, the photowires and wirelines for the 30 agreed viewpoints which accompany the PEIR show the scale and massing of the built form of the operational EfW CHP Facility only.
- As set out in **Chapter 3: Description of the Proposed Development** a description of the operational lighting will be provided in the ES. In the absence of a lighting design at this stage, an assessment of effects on night-time views is not included as part of the preliminary LVIA. It has been assumed that outside of daylight hours lighting requirements would be limited to security and safety only. The lighting strategy seeks to minimise lighting on the site, in terms of both spread and duration, for example, from the use of lighting standards along main access route and the car park that have luminaries with full horizontal cut-off in order to minimise light spill and sky glow. Night-time photographs from six viewpoints and a description of the night-time views available at these viewpoints are included as part of the baseline in Section 9.5. A precautionary approach has been adopted to preliminary assessment work where consideration has been given to potential lighting impacts e.g. for some properties included in the Residential Visual Amenity Assessment (RVAA) in **Appendix 9K**. It has been assumed that the lighting design adopted for the construction and operation periods will ensure that there will be no change to the distribution of the baseline Environmental Zones within the LVIA study area¹.

¹ Institution of Lighting Professionals, (2013). *PLG04 Guidance on Undertaking Environmental Lighting Impact Assessments*.



- 9.1.7 All assessment work (both preliminary and final assessments) has and will continue to apply a precautionary principle, in that where limited information is available (in terms of the development proposals) a likely worse-case scenario will be assessed.

9.2 Consultation and stakeholder engagement

- 9.2.1 The assessment has been informed by consultation responses and ongoing stakeholder engagement. An overview of the approach to consultation is provided in **Chapter 4 Approach to preparing the Preliminary Environmental Information**.
- 9.2.2 A summary of the relevant responses received in the EIA Scoping Opinion in relation to the landscape and visual impact assessment and confirmation of how these have been considered within the assessment to date is presented in **Table 9A.1** in **Appendix 9A**.
- 9.2.3 An overview of the key stakeholders that have been consulted and a brief summary of the issues discussed in relation to landscape and visual impact is also presented in **Table 9A.2** in **Appendix 9A**.

9.3 Relevant legislation, planning policy, technical guidance

Legislative context

- 9.3.1 Legislation relevant to the assessment of the effects on landscape and visual receptors is provided in **Table 9.1** below:

Table 9.1 Legislative context for landscape and visual

Legislation	Implications
The European Landscape Convention (ELC)	This is a Council of Europe initiative that provides a broad framework for landscape planning and management across all member states including the UK, which ratified the ELC in 2007 ² . The status of this convention is not affected by Brexit. The ELC defines landscape as, “ <i>an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.</i> ” and is committed to several core principles and actions. These commitments are implemented by existing domestic policy and legislation (see Table 9.2 below) rather than through any ELC-specific framework. The ELC is a thread throughout the LVIA, with a particular influence upon the methodology under which the sensitivity of landscape and visual receptors is assessed (see Section 9.4).
Hedgerow Regulations	Hedgerows are protected in England and Wales under the Hedgerow Regulations 1997 ³ . Hedgerow Regulations may have a role in the landscape and visual assessment for the Grid Connection and the development of embedded and/or optional additional mitigation.

² Council of Europe. (2000). *European Landscape Convention*. [online]. Available at: <https://rm.coe.int/CoERMPublicCommonSearchServices/DisplayDCTMContent?documentId=09000016802f80c6>

³ UK Government. (1997) Statutory Instrument 1997 No. 1160 *The Hedgerows Regulations* 1997. [online]. Available at: <http://www.legislation.gov.uk/ukSI/1997/1160/made>



Planning policy context

- 9.3.2 The Planning Act 2008 provides that when deciding an application, the Secretary of State must have regard to any relevant National Policy Statement (NPS) which has effect in relation to development of the description to which the application relates. In addition, the Secretary of State must have regard to any local impact report, any prescribed matter and any other matters which the Secretary of State thinks are both important and relevant to the decision.
- 9.3.3 Relevant NPSs provide the primary policy basis for the consideration of Nationally Significant Infrastructure Projects (NSIPs). National Policy Statement EN-1 is the overarching national policy statement for energy whilst National Policy Statement EN-3 Renewable Energy and National Policy Statement EN-5 Electricity Networks Infrastructure are specific to the Proposed Development. An overview of the principal policies and their relevance to landscape and visual are set out in **Table 9.2**. This section should be read in conjunction with **Chapter 5: Legislation and policy overview**.

Table 9.2 Planning policy context for landscape and visual: National Policy Statements

Policy reference	Implications	Section addressed
Overarching National Policy Statement for Energy (EN-1)⁴	<p>Paragraph 5.9.1 states that the effects of energy projects will vary on a case-by-case basis according to the type of development, its location and the landscape setting of the proposed development.</p> <p>Under paragraph 5.9.5, an applicant should carry out a landscape and visual assessment and report it in its Environmental Statement. The assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impact relevant to a proposed project.</p> <p>Paragraphs 5.9.6 and 5.9.7 describe the overarching issues that should be included within the landscape and visual assessment as follows:</p> <ul style="list-style-type: none"> The effects during construction of the project and the effects of the completed development and its operation on landscape components and landscape character; and 	<p>These overarching issues are addressed throughout the landscape and visual assessment, most especially in the sections upon data gathering methodology (9.4); baseline (9.5); scoping (9.6); assessment methodology (9.8); and preliminary assessment of effects (9.9).</p>

⁴ Department of Energy & Climate Change. (2011). *Overarching National Policy Statement for Energy (EN-1)*. [online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf



Policy reference	Implications	Section addressed
	<ul style="list-style-type: none"> The visibility and conspicuousness of the project and potential impacts on views and visual amenity including light pollution effects. 	<p>The existing landscape (and townscape) character is set out in the landscape baseline in Section 9.5) with the value and susceptibility and hence the sensitivity of each landscape and townscape character area set out in Appendices 9E (landscape) and 9F (townscape).</p> <p>As above with embedded mitigation set out in Section 9.7; and implementation of environmental measures in Section 9.11.</p> <p>As above with the visual assessments for residents in the closest properties to the EfW CHP Facility Site set out in Appendix 9K: Residential Visual Amenity Assessment.; for local communities set out in Appendix 9J: Visual Assessment Tables; and for visitors i.e. recreational receptors set out in Appendix 9J: Visual Assessment Tables. The detailed assessments contained within the appendices are summarised in Section 9.9.</p> <p>The impacts of the visible plume upon relevant landscape, townscape and visual receptors are included within the preliminary landscape, townscape, and visual assessments of effects in Appendices 9G, 9H, 9I, 9J and 9K and summarised in Section 9.9.</p>
<p>Paragraph 5.9.8 relates to landscape impact and notes that landscape effects will depend on the existing character of the local landscape, its current quality, how highly it is valued and its capacity to accommodate change. The assessment will need to take these factors into consideration in judging the impact of the Proposed Development on the landscape. EN-1 recognises that virtually all nationally significant energy infrastructure projects will have effects on the landscape.</p>	<p>Paragraph 5.9.8 relates to landscape impact and notes that landscape effects will depend on the existing character of the local landscape, its current quality, how highly it is valued and its capacity to accommodate change. The assessment will need to take these factors into consideration in judging the impact of the Proposed Development on the landscape. EN-1 recognises that virtually all nationally significant energy infrastructure projects will have effects on the landscape.</p>	<p>The existing landscape (and townscape) character is set out in the landscape baseline in Section 9.5) with the value and susceptibility and hence the sensitivity of each landscape and townscape character area set out in Appendices 9E (landscape) and 9F (townscape).</p>
<p>In terms of developments in other areas, paragraph 5.9.17 summarises the preceding text on landscape impact and states that <i>“The Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to minimise harm to the landscape, including by reasonable mitigation.”</i></p>	<p>In terms of developments in other areas, paragraph 5.9.17 summarises the preceding text on landscape impact and states that <i>“The Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to minimise harm to the landscape, including by reasonable mitigation.”</i></p>	<p>As above with embedded mitigation set out in Section 9.7; and implementation of environmental measures in Section 9.11.</p>
<p>Paragraphs 5.9.18 and 5.9.19 relate to visual impact and notes that visual effects upon sensitive visual receptors such as local residents and <i>“visitors to the local area”</i> outweigh the benefits of a project. It may be helpful for attention to be drawn to examples of existing permitted infrastructure with <i>“a similar magnitude of impact upon sensitive receptors”</i>.</p>	<p>Paragraphs 5.9.18 and 5.9.19 relate to visual impact and notes that visual effects upon sensitive visual receptors such as local residents and <i>“visitors to the local area”</i> outweigh the benefits of a project. It may be helpful for attention to be drawn to examples of existing permitted infrastructure with <i>“a similar magnitude of impact upon sensitive receptors”</i>.</p>	<p>As above with the visual assessments for residents in the closest properties to the EfW CHP Facility Site set out in Appendix 9K: Residential Visual Amenity Assessment.; for local communities set out in Appendix 9J: Visual Assessment Tables; and for visitors i.e. recreational receptors set out in Appendix 9J: Visual Assessment Tables. The detailed assessments contained within the appendices are summarised in Section 9.9.</p>
<p>Paragraph 5.9.20 requires that the landscape and visual impacts of visible plumes from chimney stacks should be <i>“taken into account”</i> by an applicant.</p>	<p>Paragraph 5.9.20 requires that the landscape and visual impacts of visible plumes from chimney stacks should be <i>“taken into account”</i> by an applicant.</p>	<p>The impacts of the visible plume upon relevant landscape, townscape and visual receptors are included within the preliminary landscape, townscape, and visual assessments of effects in Appendices 9G, 9H, 9I, 9J and 9K and summarised in Section 9.9.</p>



Policy reference	Implications	Section addressed
	<p>Paragraph 5.9.22 relates to mitigation and states that adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within that site, design including colours and materials, and landscaping schemes, depending on the size and type of the proposed project. Materials and designs of buildings should always be given careful consideration.</p>	<p>As above with embedded mitigation set out in Section 9.7; optimal additional mitigation or compensation in Section 9.10, and implementation of environmental measures in Section 9.11.</p>
<p>National Policy Statement for Renewable Energy Infrastructure (EN-3)⁵</p>	<p>Section 2.4, paragraph 2.4.2 states that proposals for renewable energy infrastructure should demonstrate good design in respect of landscape and visual amenity.</p>	<p>This requirement by the descriptions of embedded mitigation set out in Section 9.7; additional mitigation / compensation in Section 9.10, and implementation of environmental measures in Section 9.11.</p>
	<p>Paragraph 2.5.48 states that an applicant's assessment of a waste facility should include for an assessment of the landscape and visual effects of the proposed infrastructure in accordance with the policy set out in 5.9 of EN-1.</p>	<p>As per the preceding entries in this table, the contents of Chapter 9 comply with this requirement.</p>
<p>National Policy Statement for Electricity Networks Infrastructure (EN-5)⁶</p>	<p>Paragraphs 2.8.4 to 2.8.6 relate to the landscape and visual assessment. Where possible, applicants should follow the principles set out within these paragraphs in designing the route of an overhead line proposal.</p> <p>The Holford Rules should be followed by developers when designing their proposals and provides an overview of the Rules.</p> <p>Paragraphs 2.8.8 to 2.8.9 relate to undergrounding and states that where there are serious concerns about the potential adverse landscape and visual effects of a proposed overhead line, the Secretary of State will have to balance these against other relevant factors, including the need for the proposed</p>	<p>The justification for the design and selection of the proposed Grid Connection route is set out in Chapter 4 of the PEIR. Where relevant to landscape and visual issues, these are summarised in Section 9.7 which sets out embedded mitigation.</p>

⁵ Department of Energy & Climate Change. (2011). *National Policy Statement for Renewable Energy Infrastructure (EN-3)*. [online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/37048/1940-nps-renewable-energy-en3.pdf

⁶ Department of Energy & Climate Change. (2011). *National Policy Statement for Electricity Networks Infrastructure (EN-5)*. [online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/37050/1942-national-policy-statement-electricity-networks.pdf



Policy reference	Implications	Section addressed
	<p>infrastructure, the availability and cost of alternative sites and routes and methods of installation (including undergrounding).</p> <p>Paragraphs 2.8.10 and 2.8.11 deal with mitigation. In addition to following the principles set out in the Holford Rules and considering undergrounding, the main opportunities for mitigating potential adverse landscape and visual impacts of electricity networks infrastructure relate to the consideration of network reinforcement options and selection of the most suitable type and design of support structure to minimise the overall visual impact on the landscape. The NPS recognises that more specific measures may be required including landscape schemes and localised planting in the vicinity of residential properties and principal viewpoints to provide screening.</p>	<p>Embedded mitigation measures are set out in Section 9.7; additional mitigation / compensation in Section 9.10, and implementation of environmental measures in Section 9.11.</p>

9.3.4 National and local planning policies may provide additional guidance which can be considered material to the consideration of a NSIP application. A summary of the main national and local policies of relevance to landscape and visual issues are set out in **Table 9.3**.

Table 9.3 Planning policy context for landscape and visual: national and local planning policies

Policy reference	Implications	Section addressed
National Planning Policy Framework (NPPF)⁷	<p>Paragraph 127 states that planning polices and decisions should ensure that development “<i>are visually attractive as a result of good architecture, layout and appropriate and effective landscaping</i>”.</p> <p>Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment. This will be achieved by (amongst other criteria) “<i>protecting and enhancing valued landscapes..... (in a</i></p>	<p>[The design of the EFW CHP Facility including landscape mitigation is ongoing and will be presented in the ES. There will be landscape and visual input and analysis of alternative designs.]</p> <p>Whilst there are no national or local landscape designations within the study area, the preliminary landscape assessment in Appendix 9G: Landscape Character</p>

⁷ Ministry of Housing, Communities & Local Government. (2019). *National Planning Policy Framework*. [online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf



Policy reference	Implications	Section addressed
	<p><i>manner commensurate with their statutory status or identified quality in the development plan)</i>" and "recognising the intrinsic character and beauty of the countryside".</p>	<p>Assessment Tables and summarised in Section 9.9 assesses the effects of the Proposed Development upon landscape character whose sensitivity is assessed through the application of an application of their value determined through use of appropriate criteria as set out in Box 5.1 of GLVIA3⁸.</p>
Local Policy		
<p>Cambridgeshire and Peterborough Minerals and Waste Adopted Core Strategy (2011)⁹</p>	<p>Policy CS24 Design of Sustainable Minerals and Waste Management Facilities states that all proposals for minerals and waste management will be required to achieve a high standard in their design and mitigation of environmental impacts, including climate change.</p>	<p>The justification for the design and selection of the EfW CHP Facility is set out in Chapter 4 of the PEIR. Where relevant to landscape and visual issues, these are summarised in Section 9.7 which sets out embedded mitigation.</p>
	<p>Policy CS33 Protection of Landscape Character states that mineral and waste developments will only be permitted where it can be demonstrated that they can be assimilated into the local landscape in accordance with the Cambridgeshire Landscape Guidelines, local Landscape Character Assessments and related supplementary planning documents.</p>	<p>The assessment of impacts upon the local landscape as represented by landscape character areas defined in Landscape Character Assessments is contained in the preliminary landscape assessment in Appendix 9G: Landscape Character Assessment Tables and summarised in Section 9.9.</p>
	<p>Policy CS34 Protecting Surrounding Uses states that mineral and waste management development will only be permitted that there would be no significant harm to the environment including visual intrusion or loss to residential or other amenities.</p>	<p>The visual assessment in Appendices 9I and 9J and summarised in Section 9.9 considers the impacts resulting from the visual intrusion of the components of the Proposed Development and a Residential Visual Amenity Assessment for all residences within 500m of the boundary of the EfW CHP Facility undertaken in Appendix 9K and summarised in Section 9.9.</p>

⁸ Landscape Institute and Institute of Environmental Management & Assessment (LI and IEMA). (2013). *Guidelines for Landscape and Visual Impact Assessment*. 3rd Ed. Third Edition. Routledge, London and New York

⁹ Cambridgeshire County Council and Peterborough City Council. (2011). *Cambridgeshire and Peterborough Minerals and Waste Development Plan. Core Strategy*. [online]. Available at: <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan>



Policy reference	Implications	Section addressed
	<p>Policy CS35 Biodiversity and Geodiversity states that development will only be permitted where it has been demonstrated that there will be no likely significant adverse impacts upon any landscape feature that is of “<i>principal importance</i>” to wild flora or fauna.</p>	<p>The agreement that impacts upon landscape elements within the EfW CHP Facility Site can be scoped out is included in Table 9A.1 at Appendix 9A and Table 9.9 in this chapter. The emphasis upon landscape design has been taken into account in the development of embedded and additional mitigation measures set out in Sections 9.7 and 9.10.</p>
<p>Cambridgeshire and Peterborough Waste Local Plan: Proposed Submission (Publication) Draft (Nov 2019)¹⁰</p>	<p>The Plan includes a ‘Natural environment and landscape’ theme under which an objective is to “<i>conserve and enhance the quality and distinctiveness of the landscape</i>” for which the review criteria include minimisation “<i>of adverse impacts to local amenity and overall landscape character.</i>”</p>	<p>The quality and distinctiveness of the LVIA study area’s landscape is described in the baseline in Section 9.5 and is utilised in the landscape character areas’ sensitivity assessments in Appendix 9E and the subsequent preliminary assessment of landscape effects in Appendix 9G: Landscape Character Assessment Tables which is summarised in Section 9.9.</p>
	<p>Policy 17 Design states that new development should provide a landscape enhancement scheme which takes account of any relevant landscape character area assessments. Guidance on the design of waste management facilities is found in Appendix 3.</p>	<p>Embedded mitigation measures are set out in Section 9.7; additional mitigation or compensation in Section 9.10, and implementation of environmental measures in Section 9.11.</p>
<p>Fenland Local Plan (Adopted) (2014)¹¹</p>	<p>Policy LP6 – Employment, Tourism, Community Facilities & Retail states that for B1/B2/B8 employment proposals will be assessed against nine criteria including impact on urban/landscape character and the setting of settlements.</p>	<p>A bespoke townscape character assessment has been undertaken in Appendix 9D which has been summarised in the baseline in Section 9.5. Impacts upon the defined townscape character areas are assessed along with impacts on extant landscape character areas in the preliminary assessment of landscape (and townscape) effects in Appendices 9G and 9H which are summarised in Section 9.9.</p>

¹⁰ Cambridgeshire County Council and Peterborough City Council. (2019). *Cambridgeshire and Peterborough Minerals and Waste Local Plan. Proposed Submission (Publication) Draft*. [online]. Available at: <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/emerging-minerals-and-waste-local-plan>

¹¹ Fenland District Council. (2014). *Fenland Local Plan*. [online]. Available at: <https://www.fenland.gov.uk/core-strategy>



Policy reference	Implications	Section addressed
	<p>Policy LP8 – Wisbech and supporting text in Section 4.3 provides a succinct summary of some of the key townscape characteristics of Wisbech and the likely location of development for possible inclusion in the future baseline and CLVIA.</p>	<p>The information provided has been incorporated in the bespoke townscape character assessment in Appendix 9D and consequently is utilised in the preliminary townscape assessment in Appendix 9H: Landscape Character Assessment Tables which has been summarised in Section 9.9. The future baseline is presented in Section 9.5 and the preliminary CLVIA forms part of Section 9.9.</p>
	<p>Policy LP12 – Rural Areas Development Policy Part A refers specifically to villages (i.e. not Wisbech) but refers to the need for new development to not harm the wide open character of the countryside. These include not adversely harming the character and appearance of villages; and retention and respect for “<i>natural boundaries such as trees, hedgerows, embankments and drainage ditches.</i>”</p>	<p>The impacts of the Proposed Development upon landscape elements forms a component of the preliminary assessment of landscape effects in Section 9.9 that are scoped out of further assessment (Table 9.9). Impacts upon the character of villages are inherently part of the preliminary assessment of effects upon landscape character set out in Section 9.9. The preliminary assessment of visual effects in Section 9.9 includes community visual receptors residing in settlements with potential views of the proposed Grid Connection route under Options 1 and 2.</p>
	<p>Policy LP14 – Responding to Climate Change and Managing the Risk of Flooding – states that proposals for renewable energy technology and associated infrastructure will be assessed “<i>individually and cumulatively on their merits</i>” taking into account factors including the surrounding landscape, townscape and heritage assets; and residential and visual amenity.</p>	<p>Impacts upon the defined townscape character areas and extant landscape character areas are assessed in the preliminary assessment of landscape (and townscape) effects in Appendices 9G: Landscape Character Assessment Tables and 9H: Townscape Character Assessment Tables which are summarised in Section 9.9. The preliminary assessment of visual effects in Appendix 9J: Visual Assessment Tables and summarised in Section 9.9 considers the impacts upon residents in communities resulting from the EfW CHP Facility and a Residential Visual Amenity Assessment for all residences within 500m of the boundary of the EfW CHP Facility has been undertaken in Appendix 9K and summarised in Section 9.9</p>



Policy reference	Implications	Section addressed
	<p>Policy LP16 – Delivering and Protecting High Quality Environments applies to all developments and provides criteria to be met including:</p> <ul style="list-style-type: none"> • making a positive contribution to local distinctiveness and character, enhancing local setting, responding to and improving the character of the local built environment, in design and scale does not adversely impact upon the “<i>landscape character of the surrounding area</i>”; • provides well designed hard and soft landscaping incorporating sustainable drainage systems as appropriate; and • does not adversely impact upon the amenity of neighbouring users including through light pollution. 	<p>Embedded mitigation measures are set out in Section 9.7; optimal additional mitigation or compensation in Section 9.10, and implementation of environmental measures in Section 9.11.</p>
<p>King’s Lynn & West Norfolk Local Development Framework Core Strategy (2011)¹²</p>	<p>Policy CS06 – Development in Rural Areas makes reference to “<i>in the countryside the strategy will be to protect the countryside for its intrinsic character and beauty, [and] the diversity of its landscapes ...</i>”</p>	<p>The impacts of the Grid Connection upon the character of the countryside as defined in extant landscape character assessments at Section 9.5 forms part of the preliminary assessment of landscape effects in Section 9.9.</p>
	<p>Policy CS08 – Sustainable Development requires that all new development in the borough is to be of high-quality design. New development will be required to demonstrate its ability to (amongst other criteria) respond to the context and character of places in West Norfolk by ensuring that the scale, density, layout and access will enhance the quality of the environment.</p>	<p>The processes and criteria that have been used to determine the routing and design of the proposed Grid Connection are set out in Chapter 2. Impacts upon the character of parts of the Borough within the LVIA study area are assessed in the preliminary assessment of landscape effects in Appendix 9G: Landscape Character Assessment Tables which is summarised in Section 9.9.</p>

¹² King’s Lynn & West Norfolk Borough Council. (2011) *Local Development Framework - Core Strategy*. [online]. Available at: https://www.west-norfolk.gov.uk/downloads/download/68/core_strategy_document



Policy reference	Implications	Section addressed
	Policy CS12 Environmental Assets – Green Infrastructure, Historic environment, Landscape Character, Biodiversity and Geodiversity requires that proposals for development be informed by, and seek opportunities to reinforce, the distinctive character areas identified in the King’s Lynn and West Norfolk Landscape Character Assessment, the West Norfolk Econet Map and other character assessments. Development proposals should demonstrate that their location, scale, design and materials will protect, conserve and, where possible, enhance the special qualities and local distinctiveness of the area, gaps between settlements, landscape setting, distinctive settlement character, landscape features and ecological networks.	The impacts of the two options for the Grid Connection upon the special qualities and local distinctiveness of the landscape exemplified by these criteria and as set out in extant landscape character assessments forms part of the preliminary assessment of landscape effects in Appendix 9G: Landscape Character Assessment Tables which is summarised in Section 9.9.
King’s Lynn & West Norfolk Local Development Framework Site Allocations and Development Management Policies (2016) ¹³	Policy DM15 Environment, Design and Amenity: Proposals will be assessed against a number of factors including (amongst other criteria) visual impact. The scale, height, massing, materials, and layout of a development should respond sensitively and sympathetically to the local setting.	The visual impact of the Grid Connection upon visual receptors in the relevant part of the Borough is included in the visual assessment in Appendices 9I: Viewpoint Assessment and 9J: Visual Assessment Tables and summarised in Section 9.9 in which consideration is given to the scale, height, and layout of the components of the Grid Connection.

Technical guidance

9.3.5 Technical guidance used to inform the assessment is listed in **Table 9.4** below.

Table 9.4 Technical guidance for landscape and visual assessment

Technical guidance	Implications
Guidelines for Landscape and Visual Assessment (Third Edition) ⁸	The third edition of this guidance (known as ‘GLVIA3’) which is produced by the Landscape Institute and Institute of Environmental Assessment is widely regarded by landscape and planning professions as the ‘industry standard’ together with best practice and professional experience. GLVIA3 provides the framework within which the remaining sections of the PEIR have been undertaken with the detailed implications for the methodology by which the LVIA has been undertaken being set out in Section 9.8. GLVIA3 provides full guidance upon how to undertake landscape

¹³ King’s Lynn & West Norfolk Borough Council. (2016). *Site Allocations and Development Management Policies Plan*. [online]. Available at: https://www.west-norfolk.gov.uk/info/20220/site_allocations_and_development_management_policies_plan/514/adopted_plan



Technical guidance	Implications
	<p>and visual impact assessments and how to maintain a strict separation between these two parallel assessments.</p> <p>In addition to GLVIA3, the Landscape Institute has published technical notes that are of relevance to the LVIA and whose guidance has been utilised in undertaking several components of the LVIA.</p>
Visual Representation of Development Proposals ¹⁴	<p>Along with the consultation responses summarised in Appendix 9A and the outcome of additional engagement with consultees which is also summarised in Appendix 9A, this technical guidance note has determined the specification for the presentation of the viewpoint visualisations.</p>
Tranquillity – An Overview ¹⁵	<p>This technical note provides the framework within which any reference to the tranquillity in the baseline has been compiled and subsequently incorporated into the assessments for the landscape and townscape character areas.</p>
Townscape Character Assessment ¹⁶	<p>This technical information note provides an overview of the townscape character assessment process setting out how the principles and general approach of landscape character assessment can be applied to townscape character assessment. It provides the framework within which the baseline townscape character assessment for Wisbech was undertaken. This townscape character assessment was requested in scoping responses and its scope was clarified as part of the additional engagement and is provided in Appendix 9D: Townscape Characterisation Baseline Study.</p>
Residential Visual Amenity Assessment (RVAA) ¹⁷	<p>The need for a tightly focused Residential Visual Amenity Assessment was identified in the Scoping Opinion and its scope was clarified as part of the additional engagement. This technical information note summarises the requirement and stages of undertaking an RVAA that focuses upon private views and visual amenity in a manner that is beyond the type of visual assessment specified in GLVIA3⁸. The approach set out facilitates the provision of an RVAA that can be used by a decision maker (the Secretary of State) when weighing potential effects upon overall residential amenity in the planning balance.</p>
IEMA EIA Quality Mark Article Use of Viewpoint Analysis as a tool in Landscape and Visual Impact Assessment (LVIA) ¹⁸	<p>This IEMA EIA Quality Mark Article discusses the way in which LVIA's use viewpoint material noting that no specific guidance is provided in GLVIA3⁸. The article refers to the three most common methods and discusses the advantages and disadvantages of each method. The Viewpoint Assessment and Analysis presented in Appendix 9I: Viewpoint Assessment and summarised in Section 9.9 follows the procedures outlined in Method 3.</p>
Guidance on Undertaking Environmental	<p>This guidance has been utilised in the derivation of baseline Environmental Zones i.e. an understanding of how night-time lighting levels vary across the LVIA study</p>

¹⁴ Landscape Institute. (2019). *Technical Guidance Note 06/19 Visual Representation of Development Proposals*. London. Landscape Institute. [online]. Available at: <https://www.landscapeinstitute.org/visualisation/>

¹⁵ Landscape Institute (2017). *Technical Information Note 01/2017 revised. Tranquillity – An Overview*. London. Landscape Institute. [online]. Available at: <https://www.landscapeinstitute.org/technical-resource/tranquillity/>

¹⁶ Landscape Institute (2018). *Technical Information Note -5/2017. Revised April 2018 – Townscape Character Assessment*. London. Landscape Institute. [online]. Available at: <https://www.landscapeinstitute.org/technical-resource/townscape/>

¹⁷ Landscape Institute (2018). *Technical Information Note -2/2019. – Residential Visual Amenity Assessment*. London. Landscape Institute. [online]. Available at: <https://www.landscapeinstitute.org/technical-resource/rvaa/>

¹⁸ IEMA Quality Mark Article. (2016). *Use of Viewpoint Analysis as a tool in Landscape and Visual Impact Assessment (LVIA)*



Technical guidance	Implications
Lighting Assessments¹	Impact area and determining the observation to be made in undertaking darkness survey observations in landscape and townscape character areas.

9.4 Data gathering methodology

Study area

Main development site

9.4.1 The study area for the LVIA is shown in **Figure 9.1: LVIA Study Area** and extends to a 17km radius in all directions from the centre of the EfW CHP Facility Site. The extent of the study area has been agreed with consultees and encompasses the EfW CHP Facility, CHP Connection and Temporary Construction Compound (See **Figure 3.2: Project Components**).

Grid Connection

9.4.2 The 17km study area also encompasses the Grid Connection. A 3km offset either side of both route options forms the Grid Connection study area as shown in **Figure 9.1: LVIA Study Area** for the purposes of this preliminary assessment. This is entirely located with the 17km study area under either Option 1 or Option 2.

Desk study

9.4.3 A summary of the desktop data used to inform the assessment is provided in **Table 9.5** below.

Table 9.5 Desktop data for the LVIA

Desktop data	Source of desktop data	Details of the information
Landscape context and distribution of visual receptors	Ordnance Survey (OS) mapping	Explorer 235 - Wisbech and Peterborough North and Explorer 236 – King's Lynn, Downham Market and Swaffham maps provides baseline information on the landscape context including topography, drainage, settlement pattern, land use, tree cover, promoted recreational routes, transport network and infrastructure.
Aerial Photography	Google Earth Pro	Provides baseline information and Street View images on the landscape context including drainage, settlement pattern, land use, tree cover, transport network and infrastructure.
Landscape Character	Natural England	National Character Areas (NCA) (GIS dataset and Profiles): <ul style="list-style-type: none"> NCA Profile: 46. The Fens (NE424)¹⁹

¹⁹ Natural England (2013). NCA: 46. *The Fens (NE424)*. [online]. Available at: <http://publications.naturalengland.org.uk/publication/6229624?category=587130>



Desktop data		Source of desktop data	Details of the information
			<ul style="list-style-type: none"> NCA Profile: 76 North West Norfolk (NE520)²⁰ Provides baseline information on landscape character at a national level and sets the landscape context for the county and district level assessments (as described in paragraph 5.14 of GLVIA3⁸)
		Cambridgeshire County Council	Cambridgeshire Landscape Guidelines ²¹ provides baseline information on landscape character at a county level.
		Fenland District Council	Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation ²² provides baseline information relevant to the assessment of the Proposed Development on landscape character at a district level and subdivides the large Fenlands Landscape Character Area (LCA) identified at a county level into smaller LCAs based on local variations.
		Borough Council of King's Lynn & West Norfolk	King's Lynn and West Norfolk Borough Landscape Character Assessment ²³ provides baseline information on landscape character at a district level within the eastern half of the study area.
		South Holland District Council	Strategic Landscape Capacity Study for South Holland District Council ²⁴ provides baseline information on landscape character at a district level within the northern and north-western part of the study area.
		Peterborough City Council	Landscape Character Assessment for Peterborough City Council ²⁵ provides baseline information on landscape character at a district level within the western part of the study area.
National Routes	Cycle	Sustrans	GIS dataset providing information for promoted cycle routes within the study area.
Registered Parks and Gardens	Parks	Historic England	GIS dataset and Register entry for Peckover House.
Lighting		Land Use Consultants for Campaign to Protect Rural England (CPRE)	GIS dataset showing light pollution and dark skies mapping which provides baseline information with regard to existing lighting and radiance levels within the study area.

²⁰ Natural England (2014). *NCA Profile: 76 North West Norfolk (NE520)*. [online]. Available at: <http://publications.naturalengland.org.uk/publication/5300920728420352?category=587130>

²¹ Cambridgeshire County Council. (1991). *Cambridgeshire Landscape Guidelines – A Manual for Management and Change In The Rural Landscape*. Available online www.cambridgeshire.gov.uk/residents/libraries-leisure-&culture/arts-green-spaces-&activities/protecting-and-providing-green-space/

²² Fenland District Council. (2009). *Wind Turbine Development Policy Guidance Incorporating Revisions Following Public Consultation*. [online]. Available at: <https://www.fenland.gov.uk/article/15082/Fenland-Wind-Turbine-Study>

²³ Borough Council of King's Lynn & West Norfolk (2007). *King's Lynn and West Norfolk Borough Landscape Character Assessment*. [online]. Available at: https://www.west-norfolk.gov.uk/downloads/download/77/landscape_character_assessment

²⁴ South Holland District Council. (2003). *Strategic Landscape Capacity Study*. [online]. Available at: <http://www.southeastincslocalplan.org/wp-content/uploads/2012/01/SHDC-Strategic-Landscape-Capacity-Study.pdf>

²⁵ Peterborough City Council. (2007). *Landscape Character Assessment for Peterborough City Council*. [online]. Available at: <https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-supporting-information>



Desktop data	Source of desktop data	Details of the information
Public Rights of Way (PRoW)	Cambridgeshire County Council	GIS dataset of public rights of way providing baseline information for the distribution of local routes within Cambridgeshire.
	Norfolk County Council	GIS dataset of public rights of way providing baseline information for the distribution of local routes within Norfolk.

Zones of Theoretical Visibility

- 9.4.4 In addition to the sources of data listed in **Table 9.5: Desktop data for the LVIA** which have been reviewed as part of the desk study, a series of computer-generated Zone of Theoretical Visibility (ZTV) maps have been prepared to determine the potential extent that the Proposed Development would be visible to visual receptors located in the surrounding areas. ZTV is defined in GLVIA3⁸ as “a map, usually digitally produced, showing areas of land within which a development is theoretically visible” and represents the desk top component of the visibility analysis.
- 9.4.5 All the ZTVs have been based upon Digital Surface Model (DSM) terrain data at 1m resolution which ensures that the ZTVs take account of the screening that would be provided by baseline vegetation and built elements as well as the topographical constraints. Separate and composite ZTVs have been generated for a number of components of the Proposed Development and therefore form an appropriate starting point for undertaking the LVIA. The ZTVs have also been presented for both the 17km study area as well as a more focused version within 5km of the EfW CHP Facility Site which allows subtle variations in Wisbech and nearby communities to be apparent.
- The EfW CHP Facility for which the ZTVs have been generated for include:
 - ▶ **Figure 9.2i: EfW CHP ZTV within 5km of red line boundary for main EfW building in the EfW CHP Facility** a ZTV of the main building at EfW CHP Facility and **Figure 9.2ii: EfW CHP ZTV within 17km of centre of main EfW building in the EfW CHP Facility** for the 17km study area. The parameters used for the ZTV are set out in **Figures 9.2i: EfW CHP ZTV within 5km of red line boundary for main EfW building in the EfW CHP Facility** and **9.2ii: EfW CHP ZTV within 17km of centre of main EfW building in the EfW CHP Facility** and include the furthest extents of the roofline of the Boiler House at 55m Above Ground Level (AGL);
 - ▶ **Figure 9.3i: EfW CHP Facility Chimney ZTV within 5km of main building at EfW CHP Facility**, a ZTV of the chimneys at a height of 90m AGL within an area up to 5km of the centre of the main building at the EfW CHP Facility and **Figure 9.3ii: EfW CHP Facility Chimney ZTV within LVIA Study Area (17km radius) of main building at EfW CHP Facility** for the 17km study area; and
 - ▶ A composite ZTV which has been generated to show the combined potential visibility of the EfW CHP Facility (main building and chimneys) in **Figure 9.4i: Composite ZTV for main building and chimney within 5km of main building at EfW CHP Facility** for an area up to 5km of the centre of the



main building at the EfW CHP Facility and **Figure 9.4ii: Composite ZTV** for the 17km study area.

- The potential 132kV Grid Connection (Option 1: Walpole) for which a height of 18m AGL has been modelled at pole locations 1 and 82 and 14m Above Ground Level (AGL) for pole locations 2 to 81 and is shown in **Figure 9.5: OHL 1 and OHL 2 132kV grid connection**. This is inclusive of the shorter Option 2 (which includes Poles 1 to 15 before an underground cable provides connection to the Walsaken Substation) and represents a maximum/worse case height.
- A composite ZTV which shows the combined potential visibility of the EfW CHP Facility and the Grid Connection is shown in **Figure 9.6: Composite ZTV - 132kV route corridor ZTV and chimney**.

9.4.6 As the proposed CHP Connection would be routed at ground or low level (up to 7m high), its operation has not been included in the generation of any of the ZTVs. Similarly, the Access Improvements and Temporary Construction Compound would be ground or low level activities and consequently have not been included in the ZTVs for the EfW CHP Facility Site.

Survey work

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

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

9.4.8 Whilst the primary aim of these surveys was to provide an understanding and record winter baseline photography from the 30 viewpoint locations (see **Table 9.6: Photographic Viewpoint Locations**) agreed with consultees, they have also



provided the opportunity to gain an appreciation of landscape character from across a wide geographical range within the LVIA study area and to understand the nature of views available to visual receptors whilst travelling between viewpoints.

9.4.9 All photography has been undertaken in accordance with the Landscape Institute's Visual Representation of Development Proposals¹⁴ and has been undertaken during the winter months thereby reflecting the maximum visibility scenario. All photographs presented in the figures accompanying the LVIA have been taken using:

- 1. A high resolution digital SLR camera with a 'full frame' sensor (i.e. 36 x 24 mm) with the camera set at 1.5 m above ground level²⁶;
- 2. A 50 mm fixed focal length (prime) lens; and
- 3. A professional quality tripod fitted with a panoramic head.

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

9.4.11 The agreed viewpoint locations (**Table 9A.2 in Appendix 9A: Consultation Response Summaries**) are listed in **Table 9.6: Photographic viewpoint locations** and their distribution is shown in **Figures 9.14i: Viewpoint locations (1-16) within 5km of main building at EfW CHP Facility** and **9.14ii: Viewpoint locations (17-30) over 5km from the boundary of the main building at the EfW CHP Facility**.

Table 9.6 Photographic viewpoint locations

Viewpoint Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 ⁸ Typology and Selection
1	Eastern end of New Bridge Lane 545605, 307636	0.28	Illustrative Viewpoint – One of the closest and most open publicly accessible locations with views indicative of those potentially available to the residents in the small number of properties in this area.
2	Lidl Car park west of Cromwell Road 545338, 308476	0.60	Illustrative Viewpoint – One of the most open views potentially available to residents in closest properties to the north-west (centred upon Cox Close) in Wisbech as well as people visiting retail developments along Cromwell Road.
3	North Brink south of Mile Tree Lane 544894, 308109	0.64	Representative Viewpoint – Represents views available from the west of the EfW CHP Facility, those available along this

²⁶ Scottish Natural Heritage (now NatureScot). (2017), *Visual Representation of Wind Farms Guidance Version 2.2*. [online]. Available at: <https://www.nature.scot/visual-representation-wind-farms-guidance>



Viewpoint Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 ⁸ Typology and Selection
			section of Nene Way and to residents in scattered properties in this area.
4	Northern end of New Drove 546338, 308136	0.88	Representative Viewpoint – Represents views available to one of the closest groups of residents in properties within Wisbech.
5	A47 east of roundabout junction with the B198 544749, 307431	0.88	Representative Viewpoint – Represents some of the most open and direct views available to vehicular receptors travelling east.
6	Halfpenny Way Byway north of A47 546540, 307671	1.06	Specific Viewpoint – Currently one of most open views available from southern end of Wisbech but location scheduled for housing development. Potential views of Grid Connection.
7	North Brink at Elgood's Brewery 545568, 309194	1.30	Illustrative Viewpoint – One of the most open views from this section of Nene Way, tourist destination (Brewery and garden) and one of most open views from town centre/North Brink
8	PRoW Halfpenny Lane north-west of Elm 546809, 307118	1.52	Illustrative Viewpoint – Illustrative of the most open views available to residents in this village. Elm was specifically mentioned by Liz Lake Associates in Section 6 of the Scoping Opinion (Table 9A.2 in Appendix 9A) .
9	NCR 63 Begdale Road between Elm & Begdale 545992, 306448	1.53	Representative Viewpoint – Represents views available to recreational receptors on National Cycle Route; local vehicular receptors and residents in scattered properties to south of A47.
10	Southern frontage of Peckover House on North Brink 545863, 309647	1.79	Specific Viewpoint – Selected to illustrate the limited visibility for recreational receptors visiting Peckover House, a National Trust property, Grade I listed building and Registered Park and Garden.
11	Wisbech Park 546572, 309850	2.23	Illustrative Viewpoint – Selected to illustrate the type of views available to residents and recreational receptors in Wisbech.
12	PRoW south of Levington 544485, 310530	2.82	Illustrative Viewpoint – Illustrative of most open view for this settlement and close to the closest section of the NCR1.



Viewpoint Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 ⁸ Typology and Selection
13	Nene Way by Cold Harbour Corner 542985, 306264	2.99	Representative Viewpoint – Representative of middle-distance views available to recreational receptors using the Nene Way to the southwest of the EfW CHP Facility.
14	Burrettgate Road close to Elred Road, Walsoken 548151, 309936	3.35	Illustrative Viewpoint – Shows one of the most open publicly accessible locations on eastern edge of Wisbech where the Grid Connection (Option 1) may be visible. Also illustrative of low levels of visibility to the EfW CHP Facility in this area.
15	Eastern side of Wisbech St. Mary 542582, 307903	2.91	Representative Viewpoint – Representative of views available to residents in this settlement.
16	Lady's Drove, south of Chequers Corner, Emneth 549747, 308403	4.28	Representative Viewpoint – Represents open, middle distance views to the EfW CHP Facility from residents in scattered properties to the east. Potential views of Grid Connection (Options 1 and 2).
17	Lynn Road, Walton Highway 549015, 312629	5.90	Illustrative Viewpoint – Illustrative of some of the most open views available to residents Walton Highway towards the Grid Connection (Option 1).
18	Minor road on eastern edge of Guyhirn 540511, 304448	6.06	Representative Viewpoint – Representative of long-distance views from the west.
19	The Common and Pius Drove, Upwell/Outwell area 550221, 303502	6.45	Illustrative Viewpoint – Selected to illustrate the type of views available to residents and recreational receptors in these neighbouring communities.
20	West Walton PRoW between Dixon Drive and Mill Road 548054, 314089	6.70	Representative Viewpoint – Represents open views available to wide range of receptors towards the northern end of the potential 132kV Grid Connection (Option 1). Also illustrative of minimal levels of visibility to the main building of the EFW CHP Facility in this area.
21	NCR1 at Southern end of West Drove, Walpole Highway 551092, 312210	7.07	Representative Viewpoint – Represents open, long distance view from north-east and A47 as well as this section of NCR 1.



Viewpoint Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW Facility CHP Site (km)	GLVIA3 ⁸ Typology and Selection
			Potential views of Grid Connection (Option 1).
22	PRoW in Parson Drove 537540, 308402	7.97	<p>Representative Viewpoint – Representative of views available to residents in this settlement.</p> <p>Specifically mentioned by Liz Lake Associates in Section 6 of the Scoping Opinion (Table 9A.2 in Appendix 9A)</p>
23	Rings End National Nature Reserve 540524, 301153	8.38	<p>Representative Viewpoint – Representative of the long-distance views of recreational users of the Nature Reserve.</p> <p>Specifically mentioned by Liz Lake Associates in Section 6 of the Scoping Opinion (Table 9A.2 in Appendix 9A)</p>
24	Marshland Fen 554842, 308221	9.35	<p>Illustrative Viewpoint – Illustrative of open views to the east including Grid Connection (Option 1) with existing 400kV line in the fore or middle-ground.</p>
25	Hereward Way close to Andrew's and Reed Fen Farm 544313, 298537	9.43	<p>Representative Viewpoint – Representative of the long-distance views available to recreational receptors using the Hereward Way promoted route</p>
26	Folgate Lane, Walpole St Peter 549604, 316461	9.50	<p>Illustrative Viewpoint – Illustrative of the most open views available to residents in Walpole St Peter towards the northern section of Grid Connection (Option 1)</p>
27	Nene Way on southern edge of Sutton Bridge on A17 548008, 320741	13.09	<p>Illustrative Viewpoint – Selected to illustrate the type of views available to residents in Sutton Bridge and recreational receptors on northern sections of Nene Way</p>
28	Welney Wildlife Trust Visitor Centre 554700, 294660	16.12	<p>Representative Viewpoint – Representative of the long-distance views available to recreational users of the PRoWs in and around WWT Welney Wetland Centre.</p>
29	NCR 11 / St. Peter's Road, Watlington 561249, 311487	16.16	<p>Illustrative Viewpoint – Selected to illustrate the type of views available to residents in Watlington area and recreational receptors using NCR 11; Fen Rivers Way & Ouse Valley Way.</p>
30	Nene Washes NNR Car Park at Eldernell 531783, 299195	16.24	<p>Illustrative Viewpoint – Selected to illustrate the type of views available to recreational receptors on this western section of the Nene Valley Way and at Nene Washes</p>



Viewpoint Number	Viewpoint Location and Grid Reference	Distance from the base of chimneys in EfW CHP Facility Site (km)	GLVIA3 ⁸ Justification	Typology	and	Selection
						Nature Reserve - by Liz Lake Associates in Section 6 of the Scoping Opinion (Table 9A.2 in Appendix 9A).

9.5 Baseline

Current baseline

EfW CHP Facility Site, CHP Connection and Access Improvements

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

- 9.5.1 The majority of the EfW CHP Facility Site is currently used as a Waste Transfer Station (WTS) and for aggregate storage and distribution and consequently soft landscape elements are restricted to boundary earth bunds and hedgerows approximately 3m high located along most of the south-eastern and south-western boundaries. The longer north-western boundary that is formed by a disused railway line (the former March and Wisbech Branch Line aka the 'Bramley Line') is marked by a belt of more informal shrub that extends west across the disused railway line i.e. beyond the site of the EfW CHP Facility. The north-eastern boundary is formed by a drainage ditch alongside which vegetation is restricted to mown rough grass and reeds. Similar narrow strips of grass periodically interspersed with reeds are also present alongside the boundary hedgerows which on their inner side have low bunds covered with ruderal vegetation. This type of vegetated low bund can be observed at the short section of the south-western boundary adjacent to New Bridge Lane.
- 9.5.2 Away from its boundaries, the EfW CHP Facility Site, including its south-western spur, consists of mostly loose hard-surfaced areas upon which are sited piles of aggregates, some of which are stored in open topped hoppers. Plant and built development are concentrated in the north-eastern corner of the site of the EfW CHP Facility. The main built development is the WTS, an olive green, metal clad, shed-like building with a shallow pitched roof that is approximately 9m high at its roofline and 7m high at its eaves. The operational area to the immediate south-west of the building is partly bounded by a 4m tall mesh fence. The north-eastern corner of the site of the EfW CHP Facility is marked by a 1.8m high metal palisade fence.
- 9.5.3 The south-east section of the EfW CHP Facility Site is unoccupied scrubland owned by Fenland District Council. It is separated from the current waste and aggregates recycling and transfer station by an earth bund and trees.
- 9.5.4 The proposed CHP Connection Corridor consists of the disused railway line running from the western boundary of the site of the main building at the EfW CHP Facility northwards to Weasenham Lane and beyond to the southern part of the Nestlé



Purina factory. South of Weasenham Lane the disused railway line is vegetated with regenerated scrub.

- 9.5.5 Access Improvements are associated with the widening of a section of New Bridge Lane from just east of the junction with Salters Lane to the proposed access over a distance of 172m. The road would be widened to 7.3m to allow for a two lane carriageway with centre lines. The existing site access off Algores Way would also be revised to accommodate the requirements of the EfW CHP Facility with the new site access located slightly to the south of the existing access. Both Access Improvements would be located within/alongside existing highways within the industrial estate centred on Algores Way.

Immediate landscape context

- 9.5.6 The dominant landscape context for the EfW CHP Facility on the southern side of Wisbech is provided by the area of industrial and business development that is bounded by Cromwell Road, Weasenham Lane, New Drove and New Bridge Lane – the industrial estate. This development consists primarily of low industrial buildings, many of which are metal-clad surrounded by hard-standing and storage areas interspersed with lengths of remnant drainage ditches. Other than the drainage ditches, there are few remnants from the previous land-use when the area was known as Great Boleness Field and was given over to agriculture and some orchards.
- 9.5.7 Vegetation resources are limited and tend to be concentrated on marginal or derelict areas of land such as the disused railway line. Two drainage ditch bounded fields sited to the immediate south remain under pasture. Between these fields and the southwestern spur of the EfW CHP Facility Site there is a square block of plantation woodland and scrub (approximately 100m by 70m) although this is not shown on maps before the 1950s. South of New Bridge Lane to the closest section of the A47 there is an area of remnant pasture fields associated with a residential property (a bungalow in the style of the second half of twentieth century and surrounding agricultural buildings – Number. 10 New Bridge Lane). Further to the east the triangle of land formed between New Bridge Lane and the A47 is largely given over to rough pasture (and contains a second relatively modern bungalow and surrounding gardens - Potty Plants Nursery) which is accessed via New Drove. North of this bungalow and east of New Drove two fields are given over to fruit trees. These trees are not full grown. They are therefore not direct remnants of the orchards that were formerly a key landscape feature both to the south of Wisbech and in the wider study area.

Grid Connection

Description of the Grid Connection route

- 9.5.8 Both options of the Grid Connection route are shown on **Figure 9.5: OHL 1 and OHL 2 132kV grid connection** in which Options 1 and 2 are distinguished by colour-coding of the individual pole positions. Option 1 would require 82 wooden poles with a maximum height of 14m²⁷ whilst the shorter Option 2 would require 15

²⁷ Except for Poles 1 and 82 which could be up to 18m high.



wooden poles. Both options would be undergrounded until east of Elm High Road (A1101) after which they are routed across open, agricultural fields located to the east of the A47. Option 2 would be undergrounded west across A47 to terminate at Walsoken Substation north of Broad End Road. Option 1 would continue to be routed northwards along the eastern side of the A47 oversailing mostly arable fields to a location close to the junction of A47 and B198 Lynn Road (which would be the location of the Option 1 construction compound). The Option 1 Grid Connection route would change direction from north to north-west necessitating the crossing of A47. It would then continue broadly northwards to the 400kV Walpole Substation skirting the settlement of Walpole Highway and then a large solar farm by the route following two large arcs. Upon reaching Mill Road, the OHL would then be routed underground along the highway and into the Walpole substation. This northern part of the Option 1 Grid Connection is also primarily routed across open agricultural landscapes, with periodic belts of trees and fields given over to orchards.

Wider landscape and visual context

- 9.5.9 Since the EfW CHP Facility and Grid Connection study areas overlap, the baseline section presented below is applicable to all components of the Proposed Development.

Topography and drainage

- 9.5.10 The topography within the study area is typical of the wider Fens being flat and not exceeding 8m AOD in height as illustrated in **Figure 9.7: Topography**²⁸. The topography and the resultant need for drainage has resulted in the dense network of drainage ditches that is a key landscape characteristic across the study area. These are interspersed with more infrequent, larger drains such as the Middle Level Main Drain, Sixteen Foot Drain, Twenty Foot River and South Holland Main Drain. The River Nene flows through the western and then central parts of the study area although it is contained by levees and other forms of flood defence including flood walls which often restrict views of the river (see baseline annotated photographs from **Viewpoints 3, 7, 10 and 13** in **Figures 9.15iii: Viewpoint Photograph 8: PRoW Halfpenny Lane north-west of Elm, 9.15vii: Viewpoint Photograph 12: PRoW 'The Still' south of Leverington, 9.15x: Viewpoint Photograph 10: Southern frontage of Peckover House on North Brin & 9.15xiii: Viewpoint Photograph 13: Nene Way by Cold Harbour Corner**). The River Great Ouse flows through the eastern fringes of the study area to the west of Downham Market, its course again marked by levees. Many of the other smaller water features and drains are generally not readily visible in views although their courses are sometimes marked by the narrow tree belts.

Settlement and Infrastructure Pattern

- 9.5.11 Wisbech is the largest settlement within the study area and its historic centre is located approximately 1.5km to the north-east of the site of the main building at the EfW CHP Facility. Its' townscape characteristics are described in detail in the Townscape Character Baseline Study that is contained in **Appendix 9D**. The town

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



centre includes the collection of Georgian buildings located on North Brink alongside the River Nene and include Peckover House and Garden which is open to the public. Most of the older residential parts of Wisbech are located to the north of Weasenham Lane i.e. at a minimum separation distance in excess of 700m from the site of the main building at the EfW CHP Facility. An exception is some residential development alongside the northern section of New Drove, although these properties are also at least 500m to the north-east i.e. outside the RVAA study area where there could be the potential to affect living conditions (see section 2.2 in **Appendix 9K: Residential Visual Amenity Assessment**). In the past three decades Wisbech has developed extensively along the axis of Cromwell Road (B198). This development has mostly consisted of large-scale retail developments interspersed with other commercial and light industrial development. This has been augmented by a residential development between Cromwell Road and the River Nene/South Brink centred on Malt Drive. These properties are at least 500m to the north-west side of the main building at the EfW CHP Facility Site.

- 9.5.12 The flat topography and low elevation mean that views out of and within Wisbech are severely restricted from the town centre and its suburbs until the urban edge. The most relevant recent development on the southern edge of Wisbech in relation to the EfW CHP Facility Site is the Lineage Logistics cold storage facility (the 'Cold Store') at the south-western end of New Drove. Present for the past decade, this light coloured, uniformly clad building is approximately 36m high and has dimensions of 90m by 160m. At its closest it is approximately 200m to the south-east of the EfW CHP Facility Site. Its' visual prominence and landscape role can be appreciated by reference to the annotated baseline photographs from Viewpoints 5, 6, 8, 9 and 19 that are shown in **Figures 9.15v: Viewpoint Photograph 5: A47 footway at Red Moor Field, 9.15vi: Viewpoint Photograph 6: Halfpenny Way Byway north of A47, 9.15viii: Viewpoint Photograph 8: PRoW Halfpenny Lane north-west of Elm, 9.15ix: Viewpoint Photograph 9: NCR 63 Begdale Road Between Elm & Begdale & 9.15xix: Viewpoint Photograph 19: The Common and Pius Drove, Upwell/ Outwell area**
- 9.5.13 Outside of Wisbech, the settlement pattern becomes more dispersed, especially to the east around Marshland Fen and west of the B1187 around Wryde Croft and Morris Fen. The highest concentrations of settlements are to the south-east (Elm, Emneth, Friday Bridge, Outwell and Upwell) and to the north-east (Walton Highway, West Walton and Ingleborough). These settlements have a strong ribbon morphology and therefore frequently merge into one another. Other settlements such as Marshland St. James have a more loose, extended ribbon morphology with no obvious settlement centre. These morphologies have the consequence that a higher proportion of these settlements' residents potentially have outward views that are not screened by other built development in the settlement. However, many of these properties have at least some tree and tall vegetation cover within their curtilages.
- 9.5.14 The area to the east of Wisbech contains a 132kV double circuit overhead line between West March to Walpole which is routed close to the east and south of Wisbech (and at Elm to the EfW CHP Facility Site) and further to the east the 400kV overhead line between Burwell Main and Walpole. Both lines are supported by lattice towers which, although they are visually permeable, with heights of up to



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

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

Vegetation and lands use

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

Transport Network

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

Recreational routes and destinations

- 9.5.18 Several promoted walking routes traverse the study area. These are shown on **Figures 9.12i: Recreational Visual Receptor Group, Locations within 5km of main building at EfW CHP Facility** and **9.12ii: Recreational Visual Receptor**



Group Locations over 5km from the boundary of the main building at the EfW CHP Facility as follows:

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

9.5.19

Figures 9.12i: Recreational Visual Receptor Group, Locations within 5km of main building at EfW CHP Facility and 9.12ii: Recreational Visual Receptor Group Locations over 5km from the boundary of the main building at the EfW CHP Facility also illustrate the routes of the three National Cycle Routes (NCRs) that pass through the study area as follows:

- NCR 63 is a 143km (89 mile) route which starts close to the Trent & Mersey Canal in Shobnall and passes via the large cities of Leicester, Stamford and Peterborough before arriving at Wisbech. The route enters the study area to the west of March before following a network of lanes north towards Elm. Within Wisbech, it runs broadly parallel with the A1101 (Elm High Road/Churchill Road) and finishes close to the St. Peter and St. Paul Parish Church. At its closest point in Begdale, NCR 63 passes within 1.4km of the EfW CHP Facility Site.
- NCR 1 is a 2034km (1264 mile) route running in sections from Dover up to the Highlands of Scotland. The route enters the north-eastern fringes of the study area to the east of Wiggshall St German before heading west towards Wisbech via several villages within the northern half of the study area. It converges with the northern end of NCR 63 close to St. Peter and St. Paul Parish Church within Wisbech before exiting the town via Leverington and continuing northwards and exiting the study area to the west of Long Sutton. At the closest point (northern part of Wisbech town centre), NCR 1 passes within 1.8km of the site of the main building at the EfW CHP Facility and also crosses the study area for the Grid Connection (Option 1).
- NCR 11 is a 99 km (61 miles) route which enters the study area close to the eastern end of NCR 1 (east of Wiggshall St German). It continues south,



following a route to the east of the River Great Ouse and passing through Downham Market before exiting the study area to the east of Welney. At the closest point, NCR 11 passes within 15.3km of the EfW CHP Facility Site.

- 9.5.20 Recreational destinations include Peckover House, a Registered Park and Garden and National Trust property located on North Brink within Wisbech. Elgood's Brewery is also situated on North Brink to the south of Peckover House and features gardens and visitors' centre. There are several wildlife and wetland attractions within the study area; Rings Nature Reserve, WWT Welney Wetland Centre and the Nene Washes Nature Reserve, the locations of which are illustrated in **Figures 9.12i: Recreational Visual Receptor Group, Locations within 5km of main building at EfW CHP Facility** and **9.12ii: Recreational Visual Receptor Group Locations over 5km from the boundary of the main building at the EfW CHP Facility**. Annotated baseline views from these three tourist attractions as represented by Viewpoints 23, 28 and 30 are presented in **Figures 9.15xxiii: Viewpoint Photograph 23: Rings End National Nature Reserve, 9.15xxviii: Viewpoint Photograph 28: Welney Wildlife Trust Visitor Centre & 9.15xxx: Viewpoint Photograph 30: Nene Washes NNR Car Park at Eldernell**
- 9.5.21 In terms of open access land, this is limited to a small area of land associated with Sluice Common to the west of Denver (south of Downham Market) on the south-eastern fringes of the study area. At its closest point Sluice Common lies 16.1km to the southeast of the EfW CHP Facility Site.

Lighting

- 9.5.22 **Figure 9.8: Comparative light pollution levels within the LVIA study area** illustrates 'Night Blight' mapping which maps England's light pollution and dark skies. The mapping reflects data derived from satellite imagery gathered in September 2015 i.e. light sources as directly viewed from above. The mapping does not take any account of phenomena such as sky glow above settlements or light sources when viewed horizontally from other ground level locations at night-time.
- 9.5.23 **Figure 9.8: Comparative light pollution levels within the LVIA study area** indicates that the brightest levels of radiance within the LVIA study area are found within the core of Wisbech extending south to cover: the industrial estate to the south (including the EfW CHP Facility Site); on the northern edge of March (associated with Network Rail's Whitemoor Recycling Yard and the neighbouring HMP Whitemoor); and within Sutton Bridge (the Sutton Bridge Power Station and adjacent Wingland Enterprise Park). Slightly lower levels of radiance are present across the residential suburbs of Wisbech, March, Sutton Bridge and within Downham Market. Moderate levels of radiance are associated with the smaller villages within the study area.
- 9.5.24 Levels of radiance decrease away from the main settlements and are lowest within the intervening rural landscape and with increasing distance from settlements. The night-time field survey indicated that in these areas, occasional light sources associated with properties and farmsteads are visible in a generally dark night-time landscape.
- 9.5.25 Further field survey work including night-time photography has been undertaken as part of the landscape and visual baseline study and is included in six annotated



night-time viewpoint photographs in **Figures 9.16i: Viewpoint Photograph 2: Lidl Carpark west of Cromwell Road (night) - 9.16vi: Viewpoint Photograph 15: Eastern side of Wisbech St. Mary (night)**. These locations were selected on the basis that they reflected both urban (**Viewpoints 2, 5 and 7**) and rural (**Viewpoints 8, 9 and 15**) locations within 3km of the base of proposed chimneys within EfW CHP Facility Site, to present a balanced understanding of the role of existing lighting from both situations and were considered safe to visit at night.

9.5.26 The baseline views available are described in **Table 9.7: Night-time baseline views**.

Table 9.7 Night-time baseline views

Viewpoint Number	Viewpoint Location and Grid Reference	Description of night-time views
2	Lidl car park west of Cromwell Road	The baseline night-time view illustrated in Figure 9.16i: Viewpoint Photograph 2: Lidl Carpark west of Cromwell Road (night) features a combination of highway lighting within car parks surrounding the retail units in the Wisbech Retail Park including illuminated retail signs mounted on building facades and at entrances. Internal light sources within buildings are also visible through glass facades.
5	A47 footway at Red Moor Field	The baseline night-time view from alongside the A47 is illustrated in Figure 9.16ii: Viewpoint Photograph 5: A47 footway at Red Moor Field . Whilst the foreground of the view is dark (with the exception of the right-hand side of the view which is lit by highway lighting along this section of the A47), the middle ground contains a number of light sources which are directly visible. These include light sources (column and wall mounted) close to the car parking area of the Coveris Industrial Unit to the east of the B198 Cromwell Road with further wall mounted floodlighting on the taller units which extend to the east. Beyond (to the east of) the Coveris Industrial Unit, lighting columns within the Copart yard (used and salvage car site) located on the southern side of New Bridge Lane are visible. Although there are no direct views of light sources on the western facade of the Cold Store to the east of the site of the main building at the EfW CHP Facility, the wall mounted lighting at a height of 6m along the lower façade provides low levels of illuminance across the full elevation of the Cold Store.
7	North Brink at Elgood's Brewery	Figure 9.16iii: Viewpoint Photograph 7: North Brink at Elgood's Brewery (night) illustrates a night-time view which features a lit foreground as a consequence of highway lighting along North Brink with the River Nene forming a typically darker corridor although reflecting light sources present along its length. Highway lighting along South Brink on the eastern bank of the river is visible as a series of regularly spaced static light sources. Other highway lighting within the residential area (mostly the relatively recent residential development centred on Malt Drive) between South Brink and Cromwell Road is occasionally visible.
8	PRoW Halfpenny Lane north-west of Elm	Figure 9.16iv: Viewpoint Photograph 8: PRoW Halfpenny Lane north-west of Elm illustrates a night-time baseline view



Viewpoint Number	Viewpoint Location and Grid Reference	Description of night-time views
		which features a dark foreground (across agricultural fields) with a number of light sources associated with the Cold Store and other industrial units within the industrial estate in southern Wisbech directly visible in the middle-ground. A low level of skyglow is also discernible above this area of Wisbech.
9	NCR 63 Begdale Road Between Elm & Begdale	Figure 9.16v: Viewpoint Photograph 9: NCR 63 Begdale Road Between Elm & Begdale (night) shows a dark foreground associated with the solar farm with the high levels of lighting within the Belgrave Retail Park located either side of Cromwell Road clearly visible to the northwest. As well as direct views of white and coloured light sources within the Wisbech Retail Park, sky glow is also discernible above this area. The southern façade of the Cold Store to the east of the site of the main building at the EfW CHP Facility is visible whilst the outline of the darker southern façade is discernible against the skyglow emitted to the north and east of the Cold Store.
15	Eastern side of Wisbech St Mary	The foreground of the view shown in Figure 9.16vi: Viewpoint Photograph 15: Eastern side of Wisbech St. Mary (night) comprises dark agricultural fields with no highway lighting present along Bevis Lane or Barton Road to the north. Direct views of static artificial lighting include the wall mounted lighting on the façade of an agricultural building on the southern side of Barton Road alongside a small number of other light sources associated with dwellings around Fenland Field to the east. Wall mounted floodlighting regularly spaced at a height of 6m along the lower façade of the Cold Store to the east of the site of the main building at the EfW CHP Facility provides low levels of illuminance across the full height of the façade which is visible through the trees. A level of sky glow above Wisbech is also discernible in the middle distance.

Landscape character

National Character Areas

- 9.5.27 At the national scale of Natural England's 159 National Character Areas (NCAs), the Proposed Development is entirely located within NCA 46: The Fens. This is an extensive NCA that extends around the Wash and inland as far as Peterborough and Cambridge. The NCA's first key characteristic is "*expansive, flat, open low-lying wetlands ... offering extensive vistas to level horizons and huge skies ...*". The variation provided by the orchards and their associated windbreaks around Wisbech is noted, although the NCA also notes that orchards and windbreaks have declined in recent years.
- 9.5.28 Another key characteristic is that "*large, built structures exhibit a strong vertical visual influence, such as ... wind farms and other modern, large-scale industrial and agricultural buildings ...*" The cluster of settlements around Wisbech is highlighted as an example of the characteristic of 'Settled Fen' or 'Townlands' in which smaller settlements developed in proximity to the largest settlements such as Wisbech in the medieval period. The NCA also notes that the influence of Wisbech "*intrudes*"



upon the level of tranquillity in its surrounding areas though “*visual and audible intrusion.*” Further detail of NCA 46’s key characteristics is presented in **Appendix 9B: NCA & LCT/LCA Key Characteristics Summaries.**

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

County and District Level Landscape Character

- 9.5.30 The location and geographical extent of the district level landscape character types (LCTs) and areas (LCAs) are shown in **Figure 9.9ii: Landscape Character Types and Areas**

- 9.5.31 At a district level, the *Fenland District Council Wind Turbine Development Policy Guidance*²² divides the extensive county level Fenland LCA (as defined in the *Cambridgeshire Landscape Guidelines*²¹) into five smaller LCAs, four of which lie within the study area as follows:

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

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

- Flat topography that is “*heavily settled*” compared with the surrounding fen;
- Nucleated villages with ribbon development along local roads;
- Nurseries and fruit orchards with the latter enclosed by poplars and alders that create a localised smaller scale landscape and partial sense of enclosure;
- Prominence of pylons and A47 and moderate tranquillity;
- Bungalows and glasshouses (associated with orchards) are distinctive features; and
- Condition of landscape features assessed as “*moderate*” with a good age structure to tree cover.

- 9.5.33 The eastern parts of the study area are located in Norfolk and within the area administered by the Borough of King's Lynn and West Norfolk. This part of the study area is split into four LCTs as defined in the *King's Lynn and West Norfolk Borough Council Landscape Character Assessment*²³ as:

- LCT B: Drained Coastal Marshes;



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

9.5.34

The LCTs are further subdivided into spatially discrete LCAs, with those present within the study area illustrated in **Figure 9.9ii: Landscape Character Types and Areas** as follows:

- LCT B: Drained Coastal Marshes:
 - ▶ LCA B1: Terrington.
- LCT D: The Fens - Settled Inland Marshes:
 - ▶ LCA D2: Walpole, Terrington and Clench Warton;
 - ▶ LCA D3: Terrington St. John (the host LCA for the Grid Connection under Option 1);
 - ▶ LCA D4: Emneth, West Walton and Walsoken (the host LCA for the Grid Connection under Options 1 &2); and
 - ▶ LCA D5: Outwell.
- LCT E: The Fens – Open Inland Marshes:
 - ▶ LCA E1: Tilney All Saints;
 - ▶ LCA E2: Saddlebow and Wormegay;
 - ▶ LCA E3: Wiggshall St. Mary;
 - ▶ LCA E4: Marshland St. James;
 - ▶ LCA E5: Downham West;
 - ▶ LCA E6: Hilgay Fen;
 - ▶ LCA E7: Welney River; and
 - ▶ LCA E8: Denver Sluice.
- LCT H: The Fens - Settled Farmland with Plantations:
 - ▶ LCA H1: Stow Bardolph;
 - ▶ LCA H3: Denver; and
 - ▶ LCA H8: Hilgay and Southery.

9.5.35

The northern and north-western parts of the study area lie within South Holland. The *South Holland Strategic Landscape Capacity Study*²⁴ identifies three landscape character types which are partly located within the study area:

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



- 9.5.36 The western part of the study area lies within the area administered by Peterborough City Council. The *Landscape Character Assessment for Peterborough City Council*²⁵ identifies that this part of the study area lies within LCA 4: Peterborough Fens which covers much of the land to the east of the City of Peterborough, extending to the boundary of the authority. This fen landscape is further divided into four sub areas of which two 4a - Bedford North Level and 4b - Thorney Island lie within the study area.
- 9.5.37 **Appendix 9C** provides details of the key characteristics of the LCAs and LCTs as defined by the published landscape character assessments for Fenland, King's Lynn and West Norfolk, South Holland and Peterborough as recorded above.

Townscape character

- 9.5.38 In the absence of a published Townscape Character Assessment by the Local Planning Authority for the settlement of Wisbech, a Townscape Characterisation Baseline Study has been completed to inform the baseline. The key characteristics of the identified Townscape Character Areas (TCAs) are set out in **Appendix 9D**.
- 9.5.39 The Characterisation Study has defined eight TCAs the geographic location and extent of which are shown in **Figure 9.10: Townscape Character Areas** as follows:
- TCA 1: The Brinks and Old Market Conservation Area²⁹;
 - TCA 2: Wisbech Town Centre Conservation Area²⁹;
 - TCA 3: Bowthorpe Conservation Area;
 - TCA 4: Central Pre-Twentieth Century Residential Development;
 - TCA 5: Twentieth Century Residential and Institution Development;
 - TCA 6: Twenty First Century Riverside Residential Development;
 - TCA 7: Outlying Residential Areas; and
 - TCA 8: Wisbech Retail, Industrial and Commercial Development

Visual baseline – existing visibility

- 9.5.40 The EfW CHP Facility Site has low existing visibility due to the flat topography, industrial built development adjacent to its south-eastern, north-eastern and north-western boundaries and a plantation adjacent to its south-western boundary. The proposed route of the CHP Connection along the disused railway line is even more enclosed by the built development in the industrial estate. At its' northern end, the CHP Connection route is also screened by the tendency of properties on Victory Road, Burdett Road and Hillburn Road to have fences, tall hedgerows and /or trees along the rear of their west and south-west facing rear gardens. Many of the factors that influence the present visibility of the built development have been discussed in the landscape baseline. There will be minimal variation on the visibility of the EfW

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



CHP Facility between summer and winter conditions i.e. regardless of the limited deciduous vegetation, including the adjacent plantation, being in leaf.

- 9.5.41 The initial approximately 2km of the Grid Connection route under both Option 1 & 2 would be undergrounded. As a result, upon completion of reinstatement works, it would have no visibility beyond a small number of small field marker posts. The route crosses mostly open fields, and it can be expected that the final route selection would require the removal and reinstatement of two or three sections of translocated hedgerow of the type that are shown in the foreground of the annotated baseline photograph from Viewpoint 6 in **Figure 9.16vi: Viewpoint Photograph 15: Eastern side of Wisbech St. Mary (night)**. It is likely that the final underground section of the Grid Connection route to be presented in the ES will not be routed across the fields in Little Boleness Field area that are occupied by orchards. Similarly, the final Grid Connection route will be aligned to ensure that the periodic field boundary trees and narrow tree belts on the northern boundary of A47 are unaffected. Consequently, this limited vegetation cover will continue to fulfil a role of coalescing to provide a moderate level of screening. This screening has a locally important visual role in outward views available to visual receptors located on the southern and south-eastern edge of Wisbech. This role likewise applies to a proportion of visual receptors in more open locations to the south and south-east of A47, including residential visual receptors in some properties on the northern or north-western edges of Begdale and Elm. The way in which vegetation in the undergrounded section of the Grid Connection route contributes, at least partly, to screening or filtering views towards the southern urban fringe of Wisbech can be ascertained by reference to the annotated baseline photography for Viewpoints 8 and 9 in **Figures 9.15viii: Viewpoint Photograph 18: Minor road on eastern edge of Guyhirn & 9.15ix: Viewpoint Photograph 9: NCR 63 Begdale Road Between Elm & Begdale**.
- 9.5.42 The section of the Grid Connection route that is common to the Options 1 and 2 which would be supported on 14m²⁷ maximum height wooden poles is aligned to pass through and over agricultural fields to the south-east and then the east of A47. The visual context of this section of the Grid Connection route can be understood by reference to the baseline annotated views from Viewpoint 14 in **Figure 9.15xiv: Viewpoint Photograph 14: Burrettgate Road close to Eldred Road, Walsoken**: looking east and away from eastern Wisbech and Viewpoint 16 in **Figure 9.15xvi: Viewpoint Photograph 16: Lady's Drove, south of Chequers Corner, Emneth** looking west and towards south-eastern Wisbech from a rural location north of Emneth. These demonstrate the flat and partly open visual nature of southern Grid Connection route. However, they also show that even limited tree and tall vegetation cover can coalesce to provide effective screening of ground level and lower-level elements. Equally pertinently, the views show that poles and pylons are frequently visible elements in views to the east of Wisbech. The minor visual role of the two 45.5m high turbines south of Harp Hall in **Figure 9.15xiv: Viewpoint Photograph 14: Burrettgate Road close to Eldred Road, Walsoken** from Viewpoint 14 also shows how relatively short separation distances (approximately 2.5km in this example) can serve to diminish the visual role of relatively tall elements in this visual context.
- 9.5.43 The Grid Connection route that only applies to Option 1 continues northwards towards Walpole Substation within a visual context that shows limited variation



compared with the southern section of the route. The route of Option 1 crosses only one additional LCA (LCA Terrington St. John Settled Inland Marshes) and the entire above ground Grid Connection route for Option 1 (and Option 2) is within the same LCT (Settled Inland Marshes) which is good indication of a consistency of visual context. More orchards have been retained in LCA Terrington St. John Settled Inland Marshes and these and their surrounding shelterbelts of taller trees can sometimes screen or frame the wide views that are widely available out periodic settlements. The nearby presence of the Walpole Substation has the consequence that there are an increasing number of pylons and poles in many views as distribution and transmission lines converge and emanate from the Walpole Substation. The prominent role of the overhead lines, poles, and especially pylons, in many of the views within and close to this section of Option 1 Grid Connection route is illustrated on the baseline annotated photographs from Viewpoints 17, 20 and 26. These are show in **Figures 9.15xvii: Viewpoint Photograph 17: Lynn Road, Walton Highway 9.15xx: Viewpoint Photograph 20: West Walton PRoW between Dixon Drove and Mill Road - looking north-east towards substation at Walpole Marsh & 9.15xxvi: Viewpoint 26: Folgate Lane, Walpole St Peter**

9.5.44 The ZTVs produced for the main building and the chimneys at the EfW CHP Facility have been produced for an area within 5km of the main building and across the 17km radius study area. They are shown in **Figures 9.2i: EfW CHP ZTV within 5km of red line boundary for main EfW building in the EfW CHP Facility & 9.2ii: EfW CHP ZTV within 17km of centre of main EfW building in the EfW CHP Facility** and **Figures 9.3i: Chimney ZTV within 5km & 9.3ii: Chimney ZTV within 17km**. The 5km radius ZTVs demonstrate how, in an area where topography is effectively flat and which possesses only limited tree cover, the distribution of built development is the primary determinant of potential visibility. Consequently, the ZTVs are reduced to a small number of isolated fragments across central, eastern, and northern parts of Wisbech and the town has a 'shadow' to its immediate east and north. Similar patterns are observable within and on the more distant sides of the larger settlements such as Leverington, Wisbech St. Mary, Friday Bridge, Elm and Emneth. The corollary is that away from Wisbech and the scattered settlements, the relative absence of built development and any substantive blocks of tree cover results in large tracts of the ZTVs in the rural areas close to Wisbech.

9.5.45 The more extensive ZTVs in **Figures 9.2ii: EfW CHP ZTV within 17km of centre of main EfW building in the EfW CHP Facility** and **9.3ii: EfW CHP Facility Chimney ZTV within LVIA Study Area (17km radius) of main building at EfW CHP Facility** confirm that this situation continues across most of the study area. This is to be expected given that generally the settlement pattern is more widely dispersed further way from Wisbech. The only settlements that are sufficiently large to provide more than highly localised screening are March to the south, and, to a lesser degree, Sutton Bridge and Long Sutton to the north. The linear gaps in the ZTV at the south-eastern and eastern fringes of the study area are due to the localised screening that is proved at distances of more than ~14km by the large-scale embankments that contain the River Great Ouse and the Old Bedford River. The role of these embankments illustrates how in an area of extensive flat topography, even a relatively slight topographic feature can generate considerable effects upon the availability of middle- and long-distance views.



- 9.5.46 The two composite ZTVs in **Figures 9.4i: Composite ZTV & 9.4ii: Composite ZTV** show that the baseline conditions would ensure that there would be only minor variations in the relative visibility of the top of the main building (55m AGL) and the chimneys (90m AGL). The primary variant relates to the areas on the far side of settlements, embankments and occasional substantial woodland belts where the size of the areas screened would be reduced for the taller chimneys. The variation becomes more pronounced at greater separation distances.
- 9.5.47 The ZTV for Options 1 and 2 of the Grid Connection shown in **Figure 9.5: OHL 1 and OHL 2 132kV grid connection** serves to provide an additional illustration of the factors described for the main ZTVs. The digital surface model (dsm) data that has been used to produce the ZTVs does not always pick up individual rows of trees or the individual trees in orchards, so their likely screening role is not illustrated. Nevertheless, it can be discerned by review of the baseline photography for the viewpoints that are located within or close to the 3km wide Grid Connection study area. The gaps in the ZTV's distribution demonstrate the screening role that would be provided by settlements, whilst the long, linear gap to the west of the River Nene is due to the increased screening effectiveness of the River's embankments for the smaller wooden poles. In the same manner, the reduced height of wooden poles compared with the tallest components at the EfW CHP Facility, would ensure that the fragments in the lee of the built development and tree cover in settlements would be larger.
- 9.5.48 Good indications of baseline visibility and the views available to a high proportion of the residential and recreational visual receptors within the LVIA study area are provided by baseline photographs from the agreed 30 viewpoint locations. These winter views obtained in site visits in March 2020 and February 2021 are presented in **Figures 9.15i – 9.15xxx**. The baseline photographs have been annotated to facilitate orientation and to highlight the key elements and landmarks in the views.

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

- 9.5.49 The distribution of the expanded range of visual receptors that reflects the consultation responses is shown in **Figures 9.11i: Community Visual Receptor Group Locations within 5km of main EfW building** and **9.11ii: Community Visual Receptor Group Locations over 5km** for communities; **Figures 9.12i: Recreational Visual Receptor Group, Locations within 5km of main building at EfW CHP Facility** and **9.12ii: Recreational Visual Receptor Group Locations over 5km from the boundary of the main building at the EfW CHP Facility** for features and attractions likely to be utilised by recreational visual receptors; and **Figure 9.13: Individual PRoWs and PRoW networks included in the visual assessment** for individual and networks of Public Rights of Way (PRoWs). A large majority of these visual receptors only have a potential to have views of, and therefore could sustain visual impacts from, the construction and operation of the main building and chimneys at the EFW CHP Facility.
- 9.5.50 As discussed, the minimal variation in the ZTVs produced for the tallest elements of the main building and the top of the chimney at the EfW CHP Facility has the consequence that only a small proportion of the visual receptors located towards the edge of the study area have been selected specifically in relation to just the chimneys and the potential periodic plume. A small number of the community



receptor groups defined for residential receptors located within Wisbech were selected specifically for the CHP Connection.

- 9.5.51 The ZTVs also demonstrate that potential visual receptors within potential views of Options 1 and 2 of the Grid Connection (i.e. within the 3km radius Grid Connection study area) could also have views of the usually more distant most elevated components at the main building of the EfW CHP Facility as well as the chimneys (and the potential periodic plume). A small proportion of the visual receptors have been selected specifically due to their potential proximity to Option 1 of the Grid Connection.
- 9.5.52 The distribution of communities is not even across the study area. There is an understandable reflection of the historical importance of Wisbech and the way in which closer settlements such as Elm, Emneth and Leverington have expanded, especially in the post War period, to become, to an extent, suburbs of Wisbech. Smaller and more fragmented settlements are most heavily concentrated and often merge into one another to the west of Wisbech e.g, Wisbech St.Mary, Guyhirn, Murrow, Parson Drove and Gorefield, and to the north-east e.g. the various Walpoles and Terringtons. There are several parts of the study area where the settlement pattern is particularly dispersed or almost absent. These include areas close to the River Nene (presumably due to flood risk until recently); the area south of Friday Bridge and east of March; the area between March and Whittlesey; Marshland Fen and Stow Bardolph Fen areas between Wisbech and Downham Market; and the area west of Parson Drove and Murrow.
- 9.5.53 The distribution of the limited range of recreational facilities and tourist attractions is again focused upon Wisbech. Attractions like nature reserves are however generally located in the more remote parts of the study area. There are some sections of regionally promoted walking trails routed across the study area, the longest section belongs to the Nene Way. There is no information about the numbers of people who use these trails, although it would be reasonable to assume that a high proportion are local people who only walk short subsections at any one time. A similar situation is likely to apply to the three sections of national and regional cycle routes (NCR 1; NCR 11 and NCR 63) that pass through the study area, and for NCR 1 and NCR 63, which are routed through Wisbech.
- 9.5.54 Based upon site visits and review of preliminary viewpoint assessment allied with reviews of the preliminary ZTVs and consultation responses, it was decided that, as shown on **Figure 9.13: Individual PRowS and PRow networks included in the visual assessment**, the PRowS included would be concentrated within 5km of the EFW CHP Facility and/or the 3km Grid Connection study area. **Figure 9.13: Individual PRowS and PRow networks included in the visual assessment** shows that the PRow network is fragmented and widely dispersed with the exceptions of the areas north and north-east of Wisbech around the Walpole's and out towards Marshland St. James. In these adjoining areas there are a moderate number of 'Other Routes with Public Access' which accord with droves to access remote farmsteads or fields.
- 9.5.55 The most notable PRow with regard to the EfW CHP Facility is Halfpenny Lane: a by-way routed between northern Elm and Weasenham Lane in Wisbech. It is likely to be a remnant of a former route between Wisbech and one of its main satellite settlements, but is now split by the A47 which it crosses at grade. Other PRowS are



widely scattered and make up only short networks that no longer link obvious destinations. In these circumstances, it is likely that their usage levels are no more than moderate.

9.5.56 For vehicular receptors, the closer 'A' road network is restricted to a section of the A47 that bypasses Wisbech and heads north-east towards King's Lynn and a section of A1101 that is routed south-east from Wisbech through Emneth and Outwell towards Downham Market. The B198 (Cromwell Road) links A47 and central Wisbech providing a gateway to the town and access to retail (Belgrave or Wisbech Retail Park) and business (Queens Business Centre) parks. Otherwise, the road network consists of 'C' roads and lanes that link the settlements and drives that access farmsteads. These routes frequently follow straight and angular alignments dictated by the network of drainage channels. There are a limited number of sections of other 'A' roads that traverse peripheral parts of the study area. Large parts of the eastern and southern outer parts of the study area are characterised by severely limited levels of road access.

Future baseline

9.5.57 Landscape change is an ongoing and inevitable process and would continue across the study area irrespective of whether the Proposed Development proceeds and is operational until 2066 as proposed. Change can arise through natural processes (e.g. the maturity of woodlands) and natural systems (e.g. soil or river erosion) or, as is often the case, occurs due to human activity, land use, management or neglect.

Wider landscape change

9.5.58 The published profile report for NCA 46: The Fens reports on several drivers of change which may alter the existing baseline landscape and visual within the study area as follows:

- New wind energy schemes which may create visual landmarks on this predominantly flat landscape and could reduce the sense of remoteness and isolation depending on their locations. Stags Holt Wind Farm has been operational since 2005 and is located just to the south of the study area. It consists of nine turbines that are 100m high to blade tip³⁰; and the neighbouring 12 turbines at Coldham/Coldham Extension Wind Farm. There are also wind energy developments at Grange Wind Farm with seven turbines sited to the northern edge of the study area and a recent two turbine scheme to the east of Wisbech at Harp's Hall. Other wind energy projects may be introduced, although the focus of wind energy development in England is, at present, generally focused off-shore rather than on-shore. Within the proposed operational period of the Proposed Development the present baseline wind farms will enter their decommissioning periods. Hence existing turbines could be removed, or they may be repowered which is likely to result in a smaller number of taller turbines (currently on-shore turbines being proposed in other parts of the UK are up to 180m to blade tip height). Similarly, it is likely that more solar farms will be introduced in addition to those located close to Begdale and West Walton,

³⁰ E.On. (2019). *Stags Holt*. Available online <https://www.eonenergy.com/About-eon/our-company/generation/our-current-portfolio/wind/onshore/stags-holt> [checked 11/11/2019].



although this type of development usually only has localised landscape and visual effects.

- Climate change and associated isostatic adjustment with a resultant rise in sea levels are likely to result in increased storm activities, sea level rise and increased threat of drought or floods. The challenges within the Fens include how the current system of drainage will be maintained and may alter land uses and habitats. There may be proposals to allow some areas to be reclaimed by fenland in processes of localised 're-wilding'.

9.5.59 Planning permission has been granted for a service area at the junction of the A47 and Cromwell Road³¹ which, once constructed, will have the effect of screening much of the Proposed Development from road users in this locality. Strategic allocations and broad locations for growth around the eastern, southern and western edges of Wisbech are contained within the Adopted Fenland Local Plan 2014. Although timescales for development within these broad areas is yet to be confirmed, any proposals would alter the landscape around the settlement fringes and increase the number of visual receptors. East Wisbech is identified as an area to accommodate around 900 dwellings in the Fenland area and a further 550 dwellings within the King's Lynn and West Norfolk area. The area to the south of the EfW CHP Facility Site (located broadly to the north of the A47, southeast of New Drove, north and south of New Bridge Lane, and along Cromwell Road between New Bridge Lane and the A47/B198 roundabout) is also identified as a broad location for growth, predominantly for business purposes although Policy LP8 of the Fenland Local Plan identifies that there is some potential for residential development in the eastern half between Low Elm Road, the A47 and Halfpenny Lane (approximately 100 dwellings). If delivered, these would result in additional built form being introduced to the south of the site of the EfW CHP Facility which may alter the visual composition of views from the south-east, south and south-west.

9.6 Scope of the assessment

Spatial scope

- 9.6.1 The spatial scope of the assessment of landscape and visual effects covers the area of the Proposed Development, together with the ZTVs that have formed the basis of the study area, as described in Section 9.4.
- 9.6.2 The study area for the Proposed Development is shown in **Figure 9.1: LVIA Study Area**. It is based upon an LVIA study area extending 17km from the centre of the site of the EfW CHP Facility in all directions.
- 9.6.3 A second study area associated with the Grid Connection lies within this wider 17km radius study area. This extends to 3km either side of Options 1 and 2 of the Grid Connection Route and is also shown on **Figure 9.1: LVIA Study Area**.
- 9.6.4 The preliminary assessment summarised in Section 9.9 and set out in detail in **Appendices 9G to 9K** is presented as a 'intra-project' or whole project assessment.

³¹ Fenland District Council Application Reference F/YR16/0996/F for a proposed development incorporating Class A1, A3/A5, B1 and/or B8 and C1 uses and petrol station with ancillary retail sales kiosk with associated access, car parking and landscaping



This means that an assessment has not been presented separately for the different components of the Proposed Development i.e. Grid Connection, CHP Connection or EfW CHP Facility and instead, the assessment rationale draws out the role of each component in determining the overall magnitude of change and level of effect. The preliminary assessment also records where varying levels of effect may arise as a consequence of either Option 1 (Walpole Substation) or Option 2 (Walsoken Substation) of the Grid Connection.

Temporal scope

9.6.5 The temporal scope of the preliminary assessment of landscape and visual is consistent with the period over which the development would be carried out (as described in **Chapter 3: Description of the Proposed Development**) and therefore covers the construction and operational periods as follows:

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

9.6.6 For the construction period, the preliminary landscape and visual assessment is undertaken at the period during the construction when the greatest level of construction activity is being undertaken. This is likely to coincide with the deployment of the maximum height cranes (up to three tower cranes measuring 75m in height, six mobile cranes and three crawler cranes). The mobile and crawler cranes would have an extended height of up to 95m for the erection of the chimneys over several days which would give rise to greatest spatial distribution of landscape and visual effects.

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

Potential receptors

Potential landscape receptors

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

- The first relates to the landscape elements that are located within the footprint of the Proposed Development and may be subject to direct (physical) landscape effects.
- The second relates to landscape character which in the study area are defined at national and local level through the definition of NCAs and LCAs and which



may experience direct or indirect effects. In accordance with paragraph 5.14 of GLVIA3⁸, the LCAs have been taken forward as landscape receptors on the basis that they represent smaller, discrete areas that are more appropriate for use as landscape character receptors in this LVIA than the far more spatially extensive NCAs. A Townscape Characterisation Baseline Study has also defined TCAs within the settlement of Wisbech which is contained in **Appendix 9D**. Landscape/townscape sensitivity assessments have been undertaken to determine landscape/townscape value and susceptibility to the type of development proposed in accordance with GLVIA3⁸. The sensitivity assessments are presented in **Appendix 9E: Landscape Sensitivity Assessments** and **9F@ Townscape Sensitivity Assessments**.

- The third are the landscape designations. There are no national or local landscape designations within the study area.

Potential visual receptors

9.6.9 The ZTVs illustrated in **Figures 9.2i to 9.6** show the locations in the study area from which views of the Proposed Development may theoretically be available to visual receptors. The following visual receptors are those most likely to experience views of the Proposed Development:

- Residential and recreational visual receptors in communities within the ZTV for the proposed EfW CHP Facility, and/or the Grid Connection. In addition to those receptors identified through the ZTVs for the EfW CHP Facility and and/or the Grid Connection, residents in properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road within Wisbech have been included as a visual receptor group in accordance with the Scoping Opinion due to their proximity to the CHP Connection;
- Recreational visual receptors using long distance trails within the study area that have a section(s) that are within the ZTV for the proposed EfW CHP Facility and/or the Grid Connection;
- Recreational visual receptors using Sustrans National Cycle Routes within the study area that have a section(s) that are within the ZTV for the proposed EfW CHP Facility and/or the Grid Connection;
- Recreational visual receptors using PRoWs and outdoor recreational facilities where enjoyment of views might be considered a key aspect of the activity being undertaken that are within the ZTV for the proposed EfW CHP Facility and/or the Grid Connection; and
- Vehicular visual receptors (drivers and their passengers) using the local road network that have a section(s) that are within the ZTV for the proposed EfW CHP Facility and/or the Grid Connection.

Likely significant effects

9.6.10 The landscape and visual receptors that have been taken forward for assessment are summarised in **Table 9.8: Landscape and visual receptors scoped in for further assessment**. Inclusion within the 'likely significant effects' column is only indicative of the ZTV for the EfW CHP Facility and for some receptors the Grid



Connection, extending across a proportion of the area occupied by the landscape or visual receptor. The selection of receptors has also been guided by the consultation responses (see **Appendix 9A: Consultation Response Summaries**) in which it was requested that any non-significant effects should not be disregarded from the assessment process, notwithstanding the fact that EIA is an assessment of likely significant effects. Additional receptors where no significant effects are likely have been included to allow for the public and the competent authority to be fully appraised of the effects of the Proposed Development upon the additional receptors requested for inclusion in the assessment. Consultees made specific reference to **paragraph 3.34** in GLVIA3⁸ that states “*It should be made clear that effects not considered to be significant will not be completely dismissed.*”

Table 9.8 Landscape and visual receptors scoped in for further assessment

Receptor	Relevant assessment criteria	Likely significant effects
Landscape and townscape receptors		
Fenland LCAs: <ul style="list-style-type: none"> • Wisbech Settled Fen; • The Fens; and • March Clay Island. 	A methodology that accords with GLVIA3 ⁸ .	<p>Potential changes to the character and key characteristics of the LCAs as a consequence of the construction and operation of the EfW CHP Facility and the CHP Connection.</p> <p>Potential changes to the character and key characteristic of the Wisbech Settled Fen LCA as a consequence of the Grid Connection (Options 1 and 2).</p>
King's Lynn and West Norfolk LCAs: <ul style="list-style-type: none"> • D2: Walpole, Terrington & Clench Warton; • D3: Terrington St. John; • D4: Emneth, West Walton & Walsoken; • D5: Outwell; • E1: Tilney All Saints; • E2: Saddlebow & Wormegay; • E3: Wiggshall St. Mary; • E4: Marshland St. James; • E5: Downham West; • E6: Hilgay Fen; • E7: Welney River; • E8: Denver Sluice; and • H1: Stow Bardolph. • 	A methodology that accords with GLVIA3 ⁸ .	<p>Potential changes to the character and key characteristics of the 13 King's Lynn and West Norfolk LCAs as a consequence of the construction and operation of the EfW CHP Facility.</p> <p>Potential changes to the character and key characteristics of LCAs D2, D3 and D4 as a consequence of the Grid Connection for Option 1: Walpole Substation and LCA D4 only in relation to Option 2: Walsoken Substation.</p>
South Holland LCTs: <ul style="list-style-type: none"> • Peaty Fens; and • Settled Fens. 	A methodology that accords with GLVIA3 ⁸ .	<p>Potential changes to the character and key characteristics of the two LCTs as a consequence of the construction and operation of the EfW CHP Facility.</p> <p>Potential changes to the character and key characteristics of the Settled Fens</p>



Receptor	Relevant assessment criteria	Likely significant effects
		LCT as a consequence of the Grid Connection (Option 1: Walpole Substation only)
Peterborough LCA: <ul style="list-style-type: none"> • 4: Peterborough Fens 	A methodology that accords with GLVIA3 ⁸ .	Potential changes to the character and key characteristics of LCA 4 as a consequence of the construction and operation of the EfW CHP Facility.
TCA's within 2.5km of the EfW CHP Facility: <ul style="list-style-type: none"> • TCA 1: North and South Brink Conservation Area; • TCA 2: Wisbech Town Centre Conservation Area and Northern Riverside Area; • TCA 3: Bowthorpe Conservation Area; • TCA 4: Central Pre-Twentieth Century Residential Development; • TCA 5: Twentieth Century Residential and Institution Development; • TCA 6: Twenty First Century Riverside Residential Development; • TCA 7: Outlying Residential Areas; and • TCA 8: Wisbech Retail, Industrial and Commercial Development 	A methodology that accords with GLVIA3 ⁸ .	Potential changes to the character and key characteristics of the TCA's as a consequence of the construction and operation of the EfW CHP Facility
Visual receptors		
People at private properties within 500m of the main building at the EfW CHP Facility and the CHP Connection: <ul style="list-style-type: none"> • Rose Bungalow, New Bridge Lane; • No.9, New Bridge Lane; • No.10, New Bridge Lane; • Potty Plants Nursery, New Bridge Lane; • The Chalet, New Drove; • Iolanda Bungalow and Kennels, B198, Cromwell Road; • Group of southern properties on New Drove; • Residents in Caravan Parks south of A47; • Property at southern end of B198, Cromwell Road; • Isolated properties on South Brink, west of B198. 	A methodology that accords with GLVIA3 ⁸ .	Potential changes to receptors' views as a consequence of the construction and operation of the EfW CHP Facility and the CHP Connection. The preliminary assessment will inform the Residential Visual Amenity Assessment in Appendix 9K .
People in their communities that are within the ZTV:	A methodology that accords with GLVIA3 ⁸ .	Potential changes to receptors' views as a consequence of the construction and operation of the EfW CHP Facility.



Receptor	Relevant assessment criteria	Likely significant effects
<ul style="list-style-type: none"> • Wisbech – twenty first century properties off Malt Avenue & Abraham Avenue; • Wisbech – properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road; • Wisbech – King’s Walk Park area to the west of Churchill Road/A1101; • Wisbech – south of Weasenhan Lane & west of Churchill Road/A1101 (including Heron Road Open Space); • Wisbech – North Brink & Pocket Park area to northern edge of town; • Wisbech – east of River Nene: Town centre to northern edge of town; • Wisbech – Walsoken & New Walsoken; • Wisbech – south-eastern Wisbech; • Wisbech –west of River Nene along Barton Road /B1542; • Begdale area; • Elm – north of Begdale Road; • Elm – south of Begdale Road; • Friday Bridge area; • Emneth – west; • Emneth – east; • Chequers Corner/Marshland St. James area; • The Smeeth/ St. John Fen End area; • Terrington St. John/Tilney St. Lawrence area; • Walpole Highway area; • Walton Highway area; • West Walton area; • Walpole St. Peter & Walpole St. Andrew area; • Leverington area; • Gorefield area; • Wisbech St. Mary & Leverington Common; • Guyhirn area; • Upwell & Outwell area; • Wiggshall St. Mary Magdalen, St. Germans and Watlington area; • Terrington St. Clement area • Sutton Bridge area; • Tydd St. Mary & St. Giles area; • Parson Drove & Murrow area; • East of Thorney area; • March area; • Downham Market area. 		<p>Wisbech – properties on Oldfield Lane/ Hillburn Road/ Kingsley Avenue/ Victory Road has also been included as a visual receptor group due to its proximity to the CHP Connection.</p> <p>Potential changes to receptors’ views in the communities of:</p> <ul style="list-style-type: none"> • Wisbech – Walsoken & New Walsoken; • Wisbech – south-eastern Wisbech; • Elm – north of Begdale Road; • Elm – south of Begdale Road; • Chequers Corner/Marshland St. James area; • Walpole Highway area; • Walton Highway area; • West Walton area; and • Walpole St. Peter & Walpole St. Andrew area. <p>as a consequence of the Grid Connection</p>
<p>Recreational visual receptors using long distance trails within the study area that have a section(s) that are within the ZTV:</p>	<p>A methodology that accords with GLVIA3⁸.</p>	<p>Potential changes to receptors’ views as a consequence of the construction and operation of the EfW CHP Facility.</p>
<ul style="list-style-type: none"> • Nene Way; 		



Receptor	Relevant assessment criteria	Likely significant effects
<ul style="list-style-type: none"> • Hereward Way; and • Fen Rivers Way/Ouse Valley Way. 	A methodology that accords with GLVIA3 ⁸ .	<p>Potential changes to receptors' views as a consequence of the construction and operation of the EfW CHP Facility.</p> <p>Potential changes to receptors' views when travelling along NCR 1 as a consequence of the Grid Connection.</p>
<p>Recreational visual receptors using Sustrans National Cycle Routes within the study area that have a section(s) that are within the ZTV:</p> <ul style="list-style-type: none"> • NCR 63; • NCR 1; and • NCR 11. 	A methodology that accords with GLVIA3 ⁸ .	Potential changes to receptors' views as a consequence of the construction and operation of the EfW CHP Facility and the CHP Connection.
<p>Recreational visual receptors visiting Tourist and Visitor Attractions within the study area that are within the ZTV:</p> <ul style="list-style-type: none"> • Peckover House and Garden; • Elgood's Brewery Gardens; • Walpole Water Garden; • WWT Welney Wetland Centre; • Nene Washes Nature Reserve, Eldernell; and • Rings End Local Nature Reserve. 	A methodology that accords with GLVIA3 ⁸ .	<p>Potential changes to receptors' views as a consequence of the construction and operation of the EfW CHP Facility.</p> <p>Potential changes to receptors' views when using networks 1, 5, 6, 7 and 8, as a consequence of the Grid Connection</p>
<p>Recreational visual receptors using PRowS networks within the study area that are within the ZTV:</p> <ul style="list-style-type: none"> • 1) Halfpenny Lane (Elm – northern end of New Drove); • 2) PRowS west of Begdale: Crooked Bank/Narrow Drove/Broad Drove; • 3) PRow Elm - Collett's Bridge; • 4) PRowS north of Emneth (Gray's Lane, Mill Road & north of Wilkin's Road); • 5) PRowS Stow Lane & east of Meadowgate Lane, eastern Wisbech; • 6) Network of Other Routes with Public Access – Drovers between Walton Highway and Marshland St. James; • 7) Network of Other Routes with Public Access – Drovers between West Walton and Ingleborough; • 8) Network of Other Routes with Public Access between Walsoken and West Walton; • 9) PRow 'The Still' south of Leverington; • 10) Byways at Leverington Common; • 11) Network of Other Routes with Public Access - Pulley's 	A methodology that accords with GLVIA3 ⁸ .	<p>Potential changes to receptors' views as a consequence of the construction and operation of the EfW CHP Facility.</p> <p>Potential changes to receptors' views when using networks 1, 5, 6, 7 and 8, as a consequence of the Grid Connection</p>



Receptor	Relevant assessment criteria	Likely significant effects
<p>Lane/Elbow Bank/Low Lane at North Level and at Bunkers Hill;</p> <ul style="list-style-type: none"> 12) PRowS around Murrow and Thomolas Drove. 		
<p>Vehicular visual receptors using main transport routes that are within the study area that have a section(s) that are within the ZTV:</p> <ul style="list-style-type: none"> A47; B198 Cromwell Road; A1101; A1122; A141; A17; B1101; B1165; B1169; B1542; B1187; Cox's Lane/Mile Tree Lane; Lords Lane/Bevis Lane; North Brink - Bevis Lane to Barton Road (B1542); Redmoor Lane; Redmoor Bank & Belt Drove; Begdale Road; New Bridge Lane south of A47; Wales Bank. 	<p>A methodology that accords with GLVIA3⁸.</p>	<p>Potential changes to receptors' views as a consequence of the construction and operation of the EfW CHP Facility</p>

9.6.11 The landscape and visual receptors scoped out from being subject to further assessment because the potential effects are not considered likely to be significant are summarised in **Table 9.9: Landscape and visual receptors scoped out of further assessment.**

Table 9.9 Landscape and visual receptors scoped out of further assessment

Receptor	Impact	Justification	Agreement
<p>Landscape elements within the EfW CHP Facility Site boundary and the CHP Connection.</p>	<p>Loss of landscape elements.</p>	<p>The range of landscape elements as described in Section 9.5 that would be lost to facilitate the construction and operation of the EfW CHP Facility and CHP Connection are of low landscape value.</p>	<p>PINS Scoping Opinion (ID 4.4.1) (January 2020)</p>
<p>Landscape elements within the Grid Connection route.</p>	<p>Temporary and permanent loss of landscape elements.</p>	<p>A review of the alignment of the underground section of the Grid Connection which extends east from the EfW CHP Facility shown in Figure 3.4: Underground Cable and HDD Route</p>	<p>PINS Scoping Opinion (ID 4.4.3) notes that as a consequence of the uncertainty around the selection of any underground cable</p>



Receptor	Impact	Justification	Agreement
		<p>(Common Connection Corridor) with Figure 11.3: Extended Phase 1 Habitat Survey Plan and aerial photography indicates that no hedgerows or tree belts would be crossed by the route. The route traverses poor semi-improved grassland and arable land which are considered to be of low value and easy to reinstate in a short timescale. Hence significant effects on landscape elements are not anticipated. Similarly, the underground section of Grid Connection to the Walsoken or Walpole Substations do not cross any hedgerows. Chapter 3 describes how, in the unlikely scenario that any hedgerow sections are crossed, that they would be temporarily translocated and replanted with the consequence that their limited local landscape and visual roles would be quickly re-established and there would be no permanent loss of landscape elements. Apart from the last 1km of the Option 1 route and the section of Option 2 from pole 15 to the Walsoken Substation that would be undergrounded, the remainder of either the Option 1 and 2 Grid Connection route would be supported on wooden poles whose alignment and spacing would be designed to prevent any loss of the limited hedgerow and tree cover plus drainage ditches within the route. Construction activities would be specified via a Construction Environmental Management Plan to avoid any loss of or damage to trees, shrubs, hedgerows, and drainage ditches whilst any temporary access tracks across agricultural fields would be easily made good. As a consequence of the above factors, there is no potential for significant effects to occur for landscape elements along the Grid Connection.</p>	<p>route and resultant need for and extent of tree and hedgerow removal, that the “ES should assess any likely significant effects to landscape features during construction of the underground Grid Connection.” The Grid Connection route has been refined during the preparation of the PEIR and greater certainty of the route is now available as shown in Figure 3.4i: Underground Cable and HDD Route (Common Connection Corridor). The justification provided in relation to the underground section of the route indicates that significant effects upon landscape elements are not expected to occur and therefore has not been considered further in the landscape assessment.</p>
<p>All visitors to the Wisbech (Belgrave) Retail Park.</p>	<p>Changes to receptors’ views as a consequence</p>	<p>The availability of outward views is unlikely to be a key factor affecting their purpose in visiting the Retail</p>	<p>PINS Scoping Opinion (ID 4.4.6) (January 2020)</p>



Receptor	Impact	Justification	Agreement
	of the construction and operation of the Proposed Development.	Park. This conclusion is informed by GLVIA3 ⁸ para 6.34 which provides examples of “ <i>visual receptors likely to be less sensitive to change</i> ” and which includes people “ <i>whose attention may be focused on their work or activity, not on their surroundings, and where the setting is not important to the quality of working life ...</i> ”.	
All employees at businesses in southern Wisbech i.e. industrial and business development that is bounded by Cromwell Road, Weasenham Road, New Drove and New Bridge Lane.	Changes to receptors’ views as a consequence of the construction and operation of the Proposed Development.	Outward views are usually highly limited and GLVIA3 ⁸ accords such employees low visual sensitivity.	PINS Scoping Opinion (ID 4.4.6) (January 2020)
Pupils and staff at the TBAP Unity Academy and Thomas Clarkson Academy on Weasenham Lane.	Changes to receptors’ views as a consequence of the construction and operation of the Proposed Development.	Although the requisite southern views are available, principally from the establishments’ grounds, these views are in the context of existing extensive baseline light industrial and commercial development in southern Wisbech and do not impact upon the pursuit of academic or sporting activities. GLVIA3 ⁸ para 6.35 states that “ <i>Each project needs to consider the nature of the groups of people affected and the extent to which their attention is likely to be focused upon views and visual amenity</i> ”. In this case, the August site visit included visits to the entrances to the educational establishments on Weasenham Lane and the Wisbech (Belgrave) Retail Park. These visits have facilitated the application of professional judgement upon the likely importance of views and visual amenity to these receptor groups that is based upon observations upon the baseline visual amenity context of these locations.	PINS Scoping Opinion (ID 4.4.6) (January 2020)

9.6.12

A small number of LCTs and LCAs which coincide with the LVIA study area (as shown in **Figure 9.9ii: Landscape Character Types and Areas**) will not be considered further within the assessment. This is because only a very small part of the LCT or LCA extends into the periphery of the LVIA study area and the separation



distances means that significant landscape effects would not occur. The LCTs/LCAs that overlap with the LVIA study area but that will not be considered further are as follows:

- Whittlesey Island LCA (Fenland);
- Wash Marshes LCT (South Holland);
- LCA B1: Terrington (King's Lynn and West Norfolk);
- LCA D1: Clenchwarton Marsh (King's Lynn and West Norfolk);
- LCA H3: Denver (King's Lynn and West Norfolk); and
- LCA H6: Hilgay and Southery (King's Lynn and West Norfolk).

9.7 Embedded environmental measures

9.7.1 Environmental measures focused upon, or having implications for, townscape, landscape and visual effects will be embedded into the Proposed Development for the delivery of the ES as outlined in **Chapter 3: Description of Proposed Development, Section 3.5. Table 9.10** outlines how these emerging embedded measures will influence the landscape and visual assessment.

Table 9.10 Summary of the embedded environmental measures and how they influence the landscape and visual assessment

Receptor	Changes and effects	Embedded measures and influence on assessment
Residential visual receptors in the closest properties and the host LCA (Wisbech Settled Fen).	Increase in the level of lighting with potential contributions to light pollution (via skyglow, glare and light overspill) with resultant effects upon valued landscape perceptual attributes such as tranquillity and the composition of night-time views. It should be noted that baseline studies demonstrate that these attributes are already considerably reduced by the industrial estate and retail park.	Outside of daylight hours lighting requirements would be limited to security and safety only. The lighting strategy will seek to minimise lighting on the site, for example, from the use of lighting standards along main access route and the car park that have luminaries with full horizontal cut-off in order to minimise light spill and sky glow.
Residential visual receptors in the closest properties and the host LCA (Wisbech Settled Fen).	Loss of a high proportion or all of the small area of tree cove and shrub on the southern edge of the site of the main building of the EfW CHP Facility. This would result in the localised reduction in screening within some views that are available to a small number of residential and recreational visual receptors.	Upon finalisation of design of the southern part of the EfW CHP Facility and access arrangements from New Bridge Lane, a landscape strategy plan will be developed with ecological inputs and would be submitted with the ES. This will have to take account of requirements for visibility splays and any underground services as well as operation requirements in the southern part of the operational EfW CHP Facility. Any planting would take several years to become established and then attain its full size and



Receptor	Changes and effects	Embedded measures and influence on assessment
		landscape and visual role. The LVIA does not rely upon the maturity of any such planting in assessing impacts and their effects for any receptors at Operation Year 15.
Residential and recreational receptors within approximately 5km of the EFW CHP Facility, TCA 8, and the host LCA (Wisbech Settled Fen).	The operation of the main building at the EFW CHP Facility will introduce a new component in the host LCA, adjacent TCA and views of a wide range of visual receptors whose height, scale and mass have few, if any precedent in the baseline (the Cold Store provides a precedent for some receptors).	The architectural design that will be developed and assessed as part of the ES will seek to minimise overall massing within the functional requirements of the EFW CHP Facility and will also confirm appropriate external cladding materials and colours to reflect the surrounding context. The design would contribute to the reduction in the level of effect that would be sustained by the host LCA and adjacent TCA and for some visual receptors.
Residential and recreational receptors located in the Grid Connection study area.	Potential for localised, usually temporary changes in view from the removal of hedgerows and other vegetation to facilitate the construction and operation of the Grid Connection.	Final route alignment of undergrounded section to minimise loss of hedgerows with any that are crossed to be translocated. Along the above ground section of both Options, the CEMP during the construction period will minimise the losses of vegetation and ensure that any vegetation lost will be replaced.

9.8 Assessment methodology

9.8.1 The generic project-wide approach to the assessment methodology is set out in **Chapter 4 Approach to the EIA**, and specifically in **Sections 4.5 to 4.7**. However, whilst this has informed the approach that has been used in this LVIA, it is necessary to set out how this methodology has been applied, and adapted as appropriate, to address the specific needs of this landscape and visual assessment.

Methodology for predicted landscape and visual effects

9.8.2 The LVIA and has been undertaken in accordance with the methodology set out in **Appendix 9B: LVIA Methodology** and conforms to the GLVIA3⁸ which is widely accepted throughout the UK as the appropriate approach to use.

Significance evaluation methodology

9.8.3 The level of landscape and visual effects is determined with reference to landscape or visual sensitivity and the magnitude of landscape or visual change experienced. For each receptor, the evaluation process is informed by use of a matrix, as in **Table 9.11: Level of effect**, that sets out the level of effects and whether this is significant or not significant. Whether or not a moderate level of effect is considered to be significant will depend on professional judgement.


Table 9.11 Level of effect

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

9.8.4 In line with the emphasis placed in GLVIA3⁸ upon application of professional judgement, the adoption of an overly mechanistic approach through reliance upon a matrix as presented in **Table 9.11: Level of effect** is avoided. This is achieved by the provision of clear and accessible narrative explanations of the rationale underlying the assessment made for each landscape and visual receptor over and above the outline assessment provided by use of the matrix. Matrices for landscape and visual effects are provided as a summary in support of the narrative explanations. Wherever possible cross references will be made to baseline figures to support the rationale.

9.8.5 The landscape and visual assessments also sometimes identify receptors where no landscape or visual change is predicted for the phase(s). For these receptors, 'No Change' has been inserted into the magnitude of change column of the assessment tables and the resulting level of effect identified as 'No Effect'.

9.9 Preliminary assessment of landscape and visual effects

Summary of effects on Landscape Character

9.9.1 The preliminary assessment of effects upon the 19 LCA/LCT receptors within the study area is set out in the detailed assessment tables in **Appendix 9G: Landscape Character Assessment Tables**. A summary of this assessment is presented below.

Construction Phase

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

9.9.3 The highest magnitude of landscape change during this period would occur within the 'Wisbech Settled Fens' LCA within which the detailed assessment concludes a Medium magnitude of landscape change giving rise to a **Moderate** level of effect when combined with the assessed Medium landscape sensitivity, which would be **Not Significant**. This LCA would host construction activities associated with the



EfW CHP Facility, CHP Connection and the UGC section of the Grid Connection, all of which would be concentrated on the southern edge of Wisbech within the southern half of this LCA. There would be minimal loss of landscape elements within the boundary of the EfW CHP Facility, as the proposed components are mostly sited in areas already used for hardstanding, although there would be the partial loss of an area of scrub and tree cover within the south-eastern corner of the site. There would also be the loss of dense scrub (dominated by bramble) from within the CHP Connection corridor and the temporary loss of arable land or grassland from the works required for the UGC section of the Grid Connection. The loss of these landscape elements would have localised landscape effects at the scale of the LCA.

- 9.9.4 More obvious and direct landscape effects upon this host LCA during the 36-month construction phase would be associated with the introduction of high levels of activity across the EfW CHP Facility Site with associated aural and visual disturbance from the constant presence of temporary and permanent structures, plant and movement. This would take place within an area of Wisbech which is defined by its industrial and commercial land uses, where high levels of movement, activity and audible disturbance are already part of the baseline character, compounded by the visual and aural disturbance of traffic along the busy A47 to the south of the EfW CHP Facility Site. As a consequence, the disturbance generated by the construction activity would be incremental to that already present under baseline conditions and would not fundamentally affect perceptual qualities such as tranquillity, remoteness and naturalness which are already lower within the areas of LCA surrounding the EfW CHP Facility Site. Although final details of lighting are not yet known, any construction lighting should be incremental to the high levels of lighting present within the southern fringes of Wisbech as demonstrated in the CPRE mapping in **Figure 9.8: Comparative light pollution levels within the LVIA Study Area** and the night-time baseline photography in **Figures 9.16i-9.16vi**.
- 9.9.5 Whilst the influence of ground and low-level construction activity would be most prevalent within the area immediately surrounding the EfW CHP Facility Site, the elevated construction activities including the deployment of cranes with a maximum height of 75m, could have a potential visual presence from within a much larger proportion of this LCA over the 36-month construction period as indicated by the ZTVs in **Figures 9.2ii: EfW CHP ZTV within 17km of centre of main EfW building in the EfW CHP Facility**, **9.3ii: EfW CHP Facility Chimney ZTV within LVIA Study Area (17km radius) of main building at EfW CHP Facility** and **9.4ii: Composite ZTV for main building and chimney within LVIA Study Area (17km radius) of main building at EfW CHP** which can be used as a proxy for this elevated activity. Whilst these elevated works would sometimes be viewed in the absence of any vertical or large-scale precedent (such as in Viewpoint 12 at Leverington) and could contrast with the rural fenland landscape and horizontal character beyond the settlements, they would more commonly be viewed alongside or beyond other large-scale or vertical infrastructure such as lighting columns, steel-lattice pylons or the Cold Store as evidenced in the baseline photography from Viewpoints 2, 5, 6, 8, 9 and 15. The context within these elevated works would take place would reduce their characterising influence from within a landscape which is noted and defined for being more settled than the surrounding fenland landscape and where pylons and the A47 are cited in the extant assessment as being distinctive features.



- 9.9.6 Highly localised landscape effects from construction activity would also be associated with presence of smaller scale construction plant and activity along the route of the CHP Connection although these effects would be confined within the disused railway corridor which passes through an industrial area hence effects generated by these works would have very limited characterising influence. Similarly, works associated with the undergrounding of the section of Grid Connection along the northern side of the A47 (presence of plant) would have limited effects, particularly upon perceptual qualities given the high levels of movement and audible and visual disturbance associated with the A47.
- 9.9.7 Beyond the host LCA, the detailed assessment concludes that several LCAs/LCTs would experience a Low magnitude of change during the construction phase with a resulting **Minor** level of effect that is **Not Significant** when combined with the assessed Medium landscape sensitivity for the relevant receptors. These are the neighbouring The Fens LCA, which extends to within 0.9km of the EfW CHP Facility Site and LCAs D4: Emneth, West Walton and Walsoken and D3: Terrington St. John through which the OHL section of the Grid Connection is routed (LCAs D3 and D4 in relation to Option 1 (Walpole Substation) and LCA D4 only in relation to Option 2: (Walsoken Substation). A further, more distant LCA; LCA E4: Marshland St. James, could also experience a Low magnitude of change.
- 9.9.8 In relation to The Fens LCA construction effects would commonly be associated with the cranes and elevated construction activities which would potentially have a visual presence from within a considerable proportion of this LCA. From large parts of the LCA, primarily concentrated to the south and north-west, this elevated activity would play an incremental role beyond closer and more prominent built infrastructure such as steel lattice pylons or the wind turbines at Coldham/Stag's Holt and Ransom Moor. From locations to the west, where existing vertical infrastructure is infrequent, the elevated construction activities and cranes could have a small scale and urbanising role from within this largely unsettled landscape and the vertical presence above the horizon may detract slightly from the horizontal character. A similar rationale applies to LCA E4: Marshland St. James, within which the elevated construction activities would become small-scale minor elements where they would typically have an incremental (with the steel lattice pylons) vertical contrast with the horizontal fenland landscape.
- 9.9.9 LCAs D4: Emneth, West Walton and Walsoken and D3: Terrington St. John would host Options 1 and 2 of the OHL components of the Grid Connection. Only LCA D4 would host the OHL section of Option 2 of the Grid Connection. Both LCAs would potentially (if Option 1 is taken forward) be subject to direct effects associated with the construction of the Grid Connection. The presence of plant and movement within the Grid Connection would be comparable in type and scale to agricultural machinery working seasonally within the rural landscape and consequently would have limited influence upon the existing character or key characteristics of these landscapes. The short-term presence (6 months) of a construction compounds within LCA D4, close to the A47/B198 roundabout or to the north of Lynn Road, would be small in scale and also likely to be of a comparable nature to agricultural activities close to farmsteads throughout the LCA. The location of these close to a busy transport routes where perceptual qualities are already adversely affected, and movement and highway lighting is a common characteristic, reduces the level of



contrast that the presence of the construction compound would have within the landscape.

9.9.10 In terms of indirect effects upon LCAs D3 and D4, the elevated construction activities and cranes associated with the construction of the EfW CHP Facility have the potential to generate landscape effects from within a large proportion of the LCAs. This would be most evident from within the open fenland landscape to the east of EfW CHP Facility Site (within LCA D4) from which the elevated construction activities would form an incremental visual contrast with the rural landscape and further vertical intrusion above the horizon, often having a visual presence alongside the Cold Store, and in context with steel lattice pylons and smaller communications poles as evidenced in the photowire from Viewpoint 16 in **Figure 9.32b: Viewpoint 16: Lady's Drove, south of Chequers Corner, Emneth**. A similar incremental role would be experienced within LCA D3, where the cranes and elevated activities would have a visual presence beyond a number of other large scale vertical infrastructure present under baseline conditions. As a consequence of the baseline context, the characterising influence of this elevated activity would be limited.

9.9.11 For the remaining 13 LCTs and LCAs within the 17km LVIA study area, the magnitude of change is assessed as being Very Low or No Change with the level of effect ranging from **Minor** to **Negligible** (or No Effect) and **Not Significant**. This is a consequence of either a high incidence of built settlement within an LCA (i.e. within the March Clay Island LCA or LCA D5: Outwell) which serves to reduce the potential intervisibility between the elevated construction works and these landscapes and/or due to increasing separation distances. With regard to the latter, a detailed review of the photowires and wireframes prepared for all 30 viewpoints indicates that the very small scale and minor visual presence of the cranes and elevated construction activities at distances in excess of 7km, makes these activities susceptible to screening by fore or mid-ground tree cover. In the most open views available from within these landscapes, the distant and very minor visual role of these activities would commonly be incremental to other large-scale vertical infrastructure within the landscape (i.e. steel lattice pylons, wind turbines at Wryde Croft, Coldham/Stag's Holt, Ransom Moor and The Grange Wind Farms and Power Stations at Sutton Bridge and King's Lynn) which are often more prominent and have a greater characterising role than the distant EfW CHP Facility. Perceptual qualities such as the moderate to high levels of tranquilly and remoteness which is often present across these rural fenland landscapes would not be altered.

Operation Phase Year 1

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



9.9.13

In terms of the landscape effects as a consequence of the EfW CHP Facility and the CHP Connection within the host Wisbech Settled Fens' LCA, the assessment concludes that the twin chimneys with a height of 90m and the upper section of the boiler house with a maximum height of 55m, would potentially be visible from within a large proportion of this LCA as indicated in the ZTVs in **Figures 9.2ii: EfW CHP ZTV within 17km of centre of main EfW building in the EfW CHP Facility, 9.3ii: Chimney ZTV within 17km and 9.4ii: Composite ZTV**. From within areas of LCA to the north-west and west (for example, at Viewpoint 12 in **Figures 9.28a: Viewpoint 12: PRoW - 'The Still' - south of Leverington & 9.28b: Viewpoint 12: PRoW - 'The Still' - south of Leverington**), the operational EfW CHP Facility would have an urbanising influence from within a largely rural landscape where there is an absence of other large scale or vertical infrastructure precedents. However, the role of the EfW CHP Facility is reduced by the separation distances between the parts of the LCA within which this urbanising influence would be experienced and the EfW CHP Facility. From areas of LCA sited closest the EfW CHP Facility (to the east and south), the Proposed Development would be incremental to the already prominent role of infrastructure within the host LCA, often appearing as a co-prominent feature with the 36m high Cold Store and/or steel lattice pylons as evidenced at Viewpoints 8 (**Figure 9.24b: Viewpoint 8: Halfpenny Lane Byway**) and 6 (**Figure 9.22b: Viewpoint 6: Halfpenny Way Byway north of A47**) and only occasionally as the dominant built element in the landscape, as indicated by Viewpoint 5 in **Figure 9.21b: Viewpoint 5: A47 east of roundabout junction with the B198**. However, within the areas of LCA in which this co-prominence or dominance occurs, the Proposed Development would not fundamentally alter the existing landscape character, key characteristics or perceptual qualities, which are already influenced by large-scale built form with corresponding lower levels in scenic quality, high levels of light intrusion and movement with its associated audible and visual disturbances along the A47 and lower levels of tranquillity and remoteness. From other areas within the LCA, including some of those close to the proposed EfW CHP Facility, the baseline presence of built form means that a visual effects pathway is absent or largely absent as evidenced from Viewpoints 3, 10 and 11 (**Figures 9.19b: Viewpoint 3: North Brink south of Mile Tree Lane, 9.26b: Southern frontage of Peckover House on North Brink and 9.27b: Viewpoint 11: Wisbech Park respectively**) from within the LCA.

9.9.14

The host LCAs for the OHL section of the Grid Connection; LCAs D4: Emneth, West Walton and Walsoken and D3: Terrington St. John which would host Options 1 and 2 of the overhead line components and LCA D4 which would host the overhead line section of Option 2 of the Grid Connection only, would experience direct effects associated with the presence of wooden poles to a maximum height of 14m and associated conductors (lines). The scale and landscape role of the Grid Connection (Option 1: Walpole) is illustrated in the photowires from Viewpoint 20 (**Figure 9.36b: Viewpoint 20: West Walton PRoW between Dixon Drove and Mill Road**), Viewpoint 14 (**Figure 9.30b: Viewpoint 14: Burrettgate Road close to Eldred Road, Walsoken**) and Viewpoint 17 (**Figure 9.33b: Viewpoint 17: Lynn Road, Walton Highway**) and the wireline from Viewpoint 26 in **Figure 9.42b: Viewpoint 26: Folgate Lane, Walpole St Peter**. The section of Grid Connection that would be common to both Option 1 (Walpole Substation) and Option 2 (Walsoken Substation) is shown in the photowire from Viewpoint 16 in **Figure 9.32b: Viewpoint 16: Lady's Drove, south of Chequers Corner, Emneth**. These indicate that from a large



proportion of the LCA, the wooden poles would be very minor components within the landscape that would be susceptible to screening and would have no characterising role as indicated from Viewpoint 26. From locations closer to the Grid Connection, the wooden poles would provide further vertical intrusion above the horizon, but the regular spaced and slender form of the poles would commonly be seen in context with the larger steel lattice pylons (as evidenced in the photowire from Viewpoint 20) and within an area where a regular landscape pattern is prevalent associated with the rows of orchard trees and linear, geometric drainage ditches thereby reducing their contrast with existing components and patterns in the landscape.

9.9.15 The predicted Low magnitude of change assessed for LCAs D3 and D4 and resulting **Minor** level of effect that is **Not Significant** (when combined with the assessed Medium landscape sensitivity), is also a consequence, in part, of the indirect effects generated by the operational EfW CHP Facility. Reference to the ZTVs in Figures **9.2ii: EfW CHP ZTV within 17km of centre of main EfW building in the EfW CHP Facility**, **9.3ii: Chimney ZTV within 17km** and **9.4ii: Composite ZTV** indicates that the chimneys and boiler house of the EfW CHP Facility have the potential to have a visual presence from within a large proportion of these LCAs. An indication of the scale of the EfW CHP Facility from within the closest southern parts LCA D4 to the east is illustrated in the wireline for Viewpoint 16 in **Figure 9.32b: Viewpoint 16: Lady's Drove, south of Chequers Corner, Emneth**. which demonstrates its incremental urbanising role alongside the Cold Store (which is a common visual component from within this part of the LCA) and further vertical intrusion above the horizon in context with other large-scale vertical infrastructure such as steel lattice pylons. This visual presence would have an incremental role on the baseline scenic quality from within a landscape which is described in the extant assessment as already having a "*variety of vertical elements including large-scale farms, glasshouses, pylons, frequent rows of poplars and other tall vegetation, give the landscape a cluttered appearance with few points of focus*". The presence of the EfW CHP Facility is unlikely to dilute perceptual qualities such as the already low to moderate levels of tranquillity and remoteness found within the LCA under baseline conditions. The scale of the EfW CHP Facility from within the northerly parts of LCA D4 and from further north within LCA D3, is indicated in the photowire from Viewpoint 21 in **Figure 9.37b: Viewpoint 21: NCR1 at southern end of West Drove, Walpole Highway** and the wireline for Viewpoint 26 in **Figure 9.42b: Viewpoint 26: Folgate Lane, Walpole St Peter**. The small scale of EfW CHP Facility at increasing separation distances would likely result in the Proposed Development being screened by intervening fore- and middle ground vegetation. Whilst its presence may be intensified or emphasised slightly by the presence of any periodic plume, it would have a limited characterising influence upon the character and key characteristics of the more distant part of these LCAs given a baseline context in which vertical infrastructure already plays a characterising role.

9.9.16 Low magnitudes of landscape change and a **Minor** level of effect that is **Not Significant** are also assessed for the neighbouring The Fens LCA and for the more distant LCA E4: Marshland St. James. The field survey and a review of the visualisations from Viewpoints 18, 22, 23, 25 and 30 from within The Fens LCA indicates that varying role that the EFW CHP Facility may have from within this landscape. From many parts of these LCAs, such as around Guyhirn, even a small



amount of foreground screening would be sufficient to limit the visual presence of the EFW CHP Facility as shown in the photowire from Viewpoint 18 in **Figure 9.34b Viewpoint 18: Minor road on eastern edge of Guyhirn**. From other locations within the LCA, commonly to the south and north-west, the baseline presence of intervening infrastructure (such as steel lattice pylons and wind turbines) would continue to have a more prominent role in the landscape as evidenced in the baseline photography from Viewpoint 23 (**Figure 9.39a: Viewpoint 23: Rings End National Nature Reserve**) and Viewpoint 25 (**Figure 9.41a: Viewpoint 25: Hereward Way close to Andrew's and Reed Fen Farm**). The distant visual presence of the EFW CHP Facility in this scenario would form an incremental vertical intrusion above a narrow section of an extended horizon. Conversely, from areas to the west as indicated in the baseline photography and wireline from Viewpoint 22 at Parson Drove (**Figure 9.38: Viewpoint 22: PRow in Parson Drove**), there is a relative absence of larger scale vertical precedents within the rural landscape. This absence has the consequence that the distant visual presence of the EFW CHP Facility above the horizon, emphasised slightly by any periodic plume, would be likely to have a small scale but urbanising role upon this largely unsettled landscape where its limited presence would nevertheless detract slightly from the prominence of horizontal patterns that is a visual character of LCAs in this part of the study area. This rationale is consistent with the findings of the assessment for LCA E4, where, at a minimum separation distance of 6km, the EFW CHP Facility could have a small scale incremental vertical presence above the western or north-western horizon, emphasised slightly by any periodic plume. This could give rise to a very slight urbanising influence and vertical contrast of the operational EFW CHP Facility with the horizontal character. However, this is unlikely to be of a scale which would undermine the baseline "*very strong sense of tranquillity*"²³ and high level of remoteness present within this largely unsettled landscape.

9.9.17 For the remaining LCTs and LCAs within the study area, a Very Low magnitude of change has been assessed and effects would be **Minor**, or more commonly, **Negligible** and **Not Significant** for the reasons outlined for the construction phase. In the small number of instances where No Change was assessed for the construction period, this becomes Very Low for the operational phase where the small-scale distant presence of the EFW CHP Facility and by the periodic presence of any plume may be slightly more readily discernible visual elements in comparison to the cranes and elevated construction activity. However, in all instances this distant visual presence would not be of a scale that would have a characterising influence upon these LCAs/LCTs' defined character, key characteristics and perceptual qualities such as the relatively strong sense of tranquillity and remoteness which are often present within the more remote, rural fenland landscapes.

Operation Phase Year 15

9.9.18 The preliminary assessment of effects set out in detail in **Appendix 9G: Landscape Character Assessment Tables** has concluded that there would be no change to the level of effect at Operation Year 15 in comparison with Operation Year 1. Whilst landscape design work in relation to the introduction of tree and shrub planting within the EFW CHP Facility Site is ongoing and will be reflected in the ES, the establishment of any potential planting mitigation measures within or around the



perimeter of the EfW CHP Facility Site would not be of sufficient height to provide any screening of the upper section of the boiler house or the chimneys of the EfW CHP Facility and would not be visible from within the more distant LCTs/LCAs, even when mature.

- 9.9.19 There would also be no changes in relation to the highly limited presence of the CHP Connection or in relation to the Grid Connection as minimal vegetation would need to be removed and hence replanted. In addition, as noted in the visual assessment summaries, the CHP Connection would have no visibility from any LCA, whilst no components for the latter would be discernible from within any LCAs or LCTs other than the two host LCAs.

Summary of effects on Townscape Character

- 9.9.20 The preliminary assessment of effects upon the eight TCA receptors defined within the study area is set out in the detailed assessment tables in **Appendix 9H: Townscape Character Assessment Tables**. A summary of this assessment is presented below.

Construction Phase

- 9.9.21 The detailed assessment has concluded that there would be no significant effects on townscape character, as defined by the townscape characterisation study in **Appendix 9D**, during the construction phase.
- 9.9.22 The host TCA8: Wisbech Retail, Industrial and Commercial Development is assessed as experiencing a Low magnitude of change as a consequence of the construction activities associated with the EfW CHP Facility, CHP Connection and Access Improvements with the resultant high levels of activity, plant and a continual series of changes throughout the 36-month construction programme. This would all take place within a TCA which is described in **Appendix 9D** as “...a busy area with frequent traffic resulting from delivery vehicles and car movements from workers and customers visiting the retail and industrial parks” and where “Low levels of tranquillity from high levels of road traffic along B198, A1101 and the Wisbech Retail Park and extensive high levels of lighting” is recorded as a key characteristic. As a consequence, the high levels of activity and associated visual and aural disturbance generated by the construction works would be incremental to existing levels of noise and movement. Both ground/low level and elevated construction activities would have a visual presence from within a proportion of this TCA but would have limited influence upon a character which is already defined by large scale warehouses and a variety of industrial and commercial land-uses.
- 9.9.23 The two TCAs with the highest sensitivity to change; TCA1: The Brinks and Old Market Conservation Area and TCA3: Bowthorpe Conservation Area (assessed as being of Medium sensitivity **Appendix 9F**), would experience a Low magnitude of change and No Change respectively. With regard to TCA1: The Brinks and Old Market Conservation Area, the TCA’s southern boundary is located ~950m to the north of the main building of the EfW CHP Facility. Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of red line boundary for main EfW building in the EfW CHP Facility, 9.3i: Chimney ZTV within 5km and 9.4i: Composite ZTV** indicates limited intervisibility with the elevated cranes and construction activities



from within the majority of this TCA which is recorded as being “*well-enclosed with long brick-built garden walls an acknowledged characteristic*” and where “*Most views are restricted to internal views within the TCA due to the density of the built development, and in some parts, the mature vegetation and tree cover*” within the baseline description in **Appendix 9D**. The exception to this limited intervisibility is from within the southern periphery of the TCA from which longer distance views towards the EfW CHP Facility Site are available along the River Nene as illustrated in the baseline photography for Viewpoint 7 in **Figure 9.23: Viewpoint 7: North Brink at Elgood’s Brewery**. The cranes and upper construction activities would have a visual presence above a narrow section of the intervening residential rooftops but would be seen in context with other larger scale warehousing within TCA8: Wisbech Retail, Industrial and Commercial Development, especially the large buildings in the Nestlé Purina factory site alongside the southern subsection of South Brink as well as more distance views of the Tesco Store, Cold Store to the east of the EfW CHP Facility Site and Lamb Weston Plant on Weasenham Lane. The perception of time depth could be slightly reduced by the visual presence of cranes and associated sense of change from within a limited proportion of this TCA, but the separation distance and intervening area being entirely urbanised means that the magnitude of change would not exceed Low and effects would be **Minor and Not Significant**.

- 9.9.24 The No Change concluded for the TCA3: Bowthorpe Conservation Area is a consequence of the flat topography and the high incidence of built form and tree cover within and surrounding the TCA which means that even elevated construction activities, at a separation distance of ~2km, would not have a visual presence. A similar rationale exists for TCA2: Wisbech Town Centre Conservation Area and TCA4: Central Pre-Twentieth Century Residential Development where there is sufficient separation distance and screening by dense built form within the generally flat topography to limit intervisibility with the elevated construction activities across the EfW CHP Facility Site.
- 9.9.25 Other TCAs where Low magnitudes of change have been concluded are TCA5: Twentieth Century Residential and Institution Development and TCA6: Twenty First Century Riverside Residential Development, whose boundaries are contiguous with the host TCA8. From some localised areas within these TCAs, the limited separation distance means that the upper sections of cranes and construction activity would have an occasional visual presence above the rooftops of the intervening properties (TCA6) or light industrial warehouses which are prevalent within the intervening townscape of TCA8. However, their presence would not significantly alter the character, key characteristics or perceptual qualities of these TCAs.

Operation Phase Year 1

- 9.9.26 The preliminary assessment has concluded that a similar pattern of townscape effects to the Construction Phase would occur during Operation Phase Year 1 and no significant effects would occur within any of the defined TCAs.
- 9.9.27 The host TCA8: Wisbech Retail, Industrial and Commercial Development is again assessed as experiencing a Low magnitude of change, which would give rise to a **Negligible and Not Significant** effect when combined with its assessed Low sensitivity as concluded in **Appendix 9F**. As indicated in the photowires from



Viewpoints 1 and 2 in **Figures 9.17b: Viewpoint 1: Eastern end of New Bridge Lane** and **9.18b: Viewpoint 2: Lidl Carpark west of Cromwell Road** respectively, the EfW CHP Facility would become a dominant or prominent built element from within the closest parts of the TCA. However, this would not represent an uncharacteristic attribute and instead would intensify the role already played by large scale warehousing (the 36m high Cold Store) along the southern edge of this TCA. Similarly, any traffic movements associated with the operational EfW CHP Facility would be incremental within an already busy TCA. With regard to other operational components within TCA8, the CHP Connection routed within a former railway corridor bound either side by industrial land uses has the consequence that it would have very limited characterising influence upon the TCA.

9.9.28 Low magnitudes of change are also concluded for TCA1: The Brinks and Old Market Conservation Area, TCA5: Twentieth Century Residential and Institution Development and TCA6: Twenty First Century Riverside Residential Development with levels of effect ranging from **Minor** to **Negligible** when combined with the assessed Medium to Low sensitivities as set out in **Appendix 9F**. In all instances, these effects would be **Not Significant**. Reference to the ZTVs in **Figures 9.2i: EfW CHP ZTV within 5km of red line boundary for main EfW building in the EfW CHP Facility**, **9.3i: Chimney ZTV within 5km** and **9.4i: Composite ZTV** and also **Figure 9.5: OHL 1 and OHL 2 132kV grid connection** indicates there would generally be limited visibility of the operational EfW CHP Facility, the CHP Connection and Grid Connection from the majority of these three TCAs as a consequence of intervening buildings. The effectiveness of screening of views towards the EfW CHP Facility is shown in the photowire from Viewpoint 10 within TCA1 which is presented in **Figure 9.26: Viewpoint 10: Southern frontage of Peckover House on North Brink**. Localised areas of intervisibility typically occur from the southern peripheries of TCAs1 and 5 where a more open aspect is available. The visualisation in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery** from Viewpoint 7 located towards the southern periphery of TCA1 illustrates that although there is no visual relationship with the CHP Connection or the Grid Connection, the upper sections of the main building and the chimneys of the EfW CHP Facility would have a visual presence above the intervening rooftops. The strong perception of time depth within this TCA could be slightly reduced by the visual presence of large-scale, contrasting infrastructure from within a limited proportion of TCA1, whilst there would be no effects associated with intrusion upon a historic roofscape or other perceptual qualities such as tranquillity which is already influenced relatively high levels of traffic travelling along South Brink and across Town Bridge. The separation distance and intervening area being entirely urbanised means that the magnitude of change would not exceed Low. Effects upon TCA6 are associated with the contrast that the large-scale operational development would have with the smaller scale urban grain of this residential area although intervisibility would be limited to localised areas, within which the existing units within the Wisbech Retail Park or on the eastern side of the B198 have an occasional visual presence.

9.9.29 The preliminary assessment has concluded that there would be no effects from the operational development upon the character of TCA2: Wisbech Town Centre Conservation Area, TCA3: Bowthorpe Conservation Area or TCA4: Central Pre-Twentieth Century Residential Development. This highly limited intervisibility is



evidenced in the photowire for Viewpoint 11 within Wisbech Park (within TCA3) which is presented in **Figure 9.27b: Viewpoint 11: Wisbech Park**. This high level of enclosure from tree cover and built form within the flat topography allied with separation distance in excess of 1.5km from the EfW CHP Facility results in there being no visual or perceptual effects pathways between these three TCAs and the Proposed Development (both the EfW CHP Facility to the south and the Grid Connection to the east and north-east).

Operation Phase Year 15

- 9.9.30 The preliminary assessment of effects set out in detail in **Appendix 9H: Townscape Character Assessment Tables** has concluded that there would be no change to the level of effect at Operation Year 15 in comparison with Operation Year 1. Whilst design work in relation to the introduction of tree and shrub planting within the EfW CHP Facility Site boundary is ongoing and will be reflected in the ES, the establishment of any potential planting mitigation measures within or around the perimeter of the EfW CHP Facility Site would not be of sufficient height to provide any screening of the upper section of the boiler house or the chimneys of the EfW CHP Facility.

Viewpoint analysis

- 9.9.31 The preliminary assessment of effects upon the views of receptors at or near to the 30 viewpoints within the study area is set out in the detailed assessment tables in **Appendix 9I: Viewpoint Assessment**.
- 9.9.32 In accordance with the LVIA Methodology in **Appendix 9B**, a summary table of the findings of the viewpoint assessment has been provided in **Table 9.12** in order of distance from the base of the chimneys proposed on the southern elevation of the main building at the EfW CHP Facility. This summary table allows an analysis of the results of the viewpoint assessment to be included helping to define the direction, elevation, geographical spread and nature of the potential visual effects and identifying the areas where significant effects are likely to occur.
- 9.9.33 Whilst the predicted magnitude of change may vary across the three assessment points (Construction, Operation Year 1 and Operation Year 15), it is the highest magnitude of change that is reported in the viewpoint analysis table.


Table 9.12 Summary of Viewpoint Analysis

VP Ref	Location	Distance from the base of chimneys EfW Facility (km)	Receptor Sensitivity (Susceptibility/ Value)	Magnitude of Change	Level of significance
1	Eastern end of New Bridge Lane 545605, 307636.	0.28	Medium (Medium/Medium)	High	Major Significant
2	Lidl Car park west of Cromwell Road 545338, 308476.	0.60	Low (Low/Low)	Medium	Minor Not Significant
3	North Brink south of Mile Tree Lane 544894, 308109.	0.64	High (High/Medium)	Very Low	Minor Not Significant
4	Northern end of New Drove 546338, 308136.	0.88	Medium (High/Low)	Low	Minor Not Significant
5	A47 east of roundabout junction with the B198 544749, 307431.	0.88	Low (Low/Medium-Low)	High	Moderate Significant
6	Halfpenny Way Byway north of A47 546540, 307671.	1.06	High (High/Medium)	Medium	Major Significant
7	North Brink at Elgood's Brewery 545568, 309194.	1.30	High (High/High-Medium)	Low	Moderate Significant
8	PRoW Halfpenny Lane north-west of Elm 546809, 307118.	1.52	High (High/Medium)	Medium	Major Significant
9	NCR 63 Begdale Road between Elm & Begdale 545992, 306448.	1.53	Medium (High/Low)	Medium	Moderate Significant
10	Southern frontage of Peckover House on North Brink 545863, 309647.	1.79	High (High/High-Medium)	No change	No Effect
11	Wisbech Park 546572, 309850.	2.23	High (High/High-Medium)	No change	No Effect
12	PRoW south of Leverington 544485, 310530.	2.82	High (High/Medium)	Low	Moderate Significant
13	Nene Way by Cold Harbour Corner	2.99	High (High/Medium)	Low	Moderate Not Significant



VP Ref	Location	Distance from the base of chimneys in EfW Facility (km)	Receptor Sensitivity (Susceptibility/ Value)	Magnitude of Change	Level of significance
	542985, 306264.				
14	Burretgate Road close to Elred Road, Walsoken 548151, 309936.	3.35	High (High/ Medium)	Very Low	Minor Not Significant
15	Eastern side of Wisbech St. Mary 542582, 307903.	2.91	High (High/ Medium)	Low	Moderate Not Significant
16	Lady's Drove, south of Chequers Corner, Emneth 549747, 308403.	4.28	Medium (Medium/Medium)	Low	Minor Not Significant
17	Lynn Road, Walton Highway 549015, 312629.	5.90	Medium (Medium/Medium)	Low	Minor Not Significant
18	Minor road on eastern edge of Guyhirn 540511, 304448.	6.06	High (High/Medium)	Very Low	Minor Not Significant
19	The Common and Pius Drove, Upwell/Outwell area 550221, 303502.	6.45	High (High/Medium)	Very Low	Minor Not Significant
20	West Walton PRoW between Dixon Drive and Mill Road 548054, 314089.	6.70	High (High/Medium)	Low	Moderate Not Significant
21	NCR1 at Southern end of West Drove, Walpole Highway 551092, 312210.	7.07	High (High/Medium)	Very Low	Minor Not Significant
22	PRoW in Parson Drove 537540, 308402.	7.97	High (High/Medium)	Very Low	Minor Not Significant
23	Rings End National Nature Reserve 540524, 301153.	8.38	High (High/Medium)	Very Low	Minor Not Significant
24	Marshland Fen 554842, 308221.	9.35	Medium (Medium/Medium)	Very Low	Negligible Not Significant
25	Hereward Way close to Andrew's and Reed Fen Farm 544313, 298537.	9.43	High (High/Medium)	Very Low	Minor Not significant



VP Ref	Location	Distance from the base of chimneys in EfW Facility (km)	Receptor Sensitivity (Susceptibility/ Value)	Magnitude of Change	Level of significance
26	Folgate Lane, Walpole St Peter 549604, 316461.	9.50	Medium (Medium/Medium)	Very Low	Negligible Not Significant
27	Nene Way on southern edge of Sutton Bridge on A17 548008, 320741.	13.09	High (High/Medium)	No change	No Effect
28	Welney Wildlife Trust Visitor Centre 554700, 294660.	16.12	High (High/Medium)	Very Low	Minor Not Significant
29	NCR 11 / St. Peter's Road, Watlington 561249, 311487.	16.16	High (High/Medium)	No change	No Effect
30	Nene Washes NNR Car Park at Eldernell 531783, 299195.	16.24	High (High/Medium)	Very Low	Minor Not Significant

9.9.34

Review of **Table 9.12** and **Appendix 9I: Viewpoint Assessment** augmented by a review of the visualisations contained in **Figures 9.17 – 9.46** and observations made during site visits confirms that most of the significant visual effects will be confined to viewpoints located within 1.5km of the base of the chimneys at the EfW CHP Facility. There are a limited number of locations at greater separation distances where isolated significant effects will be experienced by some receptors, although the automatic corollary is not that all visual receptors in the locality will also sustain significant effects. The example in **Table 9.12** is visual receptors at Viewpoint 12 which is located on the PRoW called 'the Still', south of Leverington which has a separation distance of 2.8km. The open nature of the viewpoint allows expansive views across a large open field within which the upper section of the main building and the chimneys at the EfW CHP Facility would be a prominent element above a section of the south-eastern horizon. However, it should be noted that this type of view is not widely available to residents in the nearby community of Leverington where combinations of dense settlement morphology and high levels of mature tree cover screen a high proportion of the required south-eastern views for residents and recreational receptors on the section of NCR 1 routed nearby.

9.9.35

Viewpoints were selected after a prolonged consultation and are at the most open locations that are publicly available for the visual receptor groups that they represent or illustrate. Apart from Viewpoint 12, no significant visual effects are assessed at any other viewpoints at separation distance in excess of 1.5km and in addition there are also some viewpoints closer than 1.5km where effects are assessed to be not significant.



- 9.9.36 Review of the visualisations for Viewpoints 13-30 concludes that the primary reason why the presence of the operational EfW CHP Facility would be not significant is due to the combination of flat topography and the presence of nearby, or more commonly intervening, vegetation cover. The flat topography has the consequence that there are no viewpoints available where visual receptors could look down upon the EfW CHP Facility and experience a birds-eye view: at all viewpoints visual receptors would only see one or two of the elevations of the main building at the EfW CHP Facility which, along with the chimneys and period plume, would be a simple and coherent visual element. The more visually complex lower-level buildings, components, ancillary elements and plant movement would be screened at all the viewpoints with the partial exception of Viewpoint 1 (which was chosen specifically to show these visual elements). Similarly, the low ground level elevation of the EfW CHP Facility has the consequence that there are no viewpoints at lower elevations where the main building and chimneys would be located at a higher elevation. This situation could potentially allow an increase in their propensity to be visually overbearing, or at more distant viewpoints, to attain additional prominence on the horizon.
- 9.9.37 These topography-based factors then serve to increase the effectiveness of the generally limited vegetative screening that is available across a high proportion of the study area. The baseline descriptions at many viewpoints as contained in **Appendix 9I: Viewpoint Assessment** (and for a proportion of the visual receptors assessed in **Appendix 9J: Visual Assessment Tables**) emphasise that, although tree and tall vegetation cover is often limited, in open, long distance and flat views it nevertheless can readily coalesce to provide a horizon that is formed by vegetation as opposed to topography (or built development). Hence relatively tall visual elements such as the Cold Store (36m high) and the two turbines at Harp's Hall (45.5m high) can be cumulatively screened in views, especially in middle and long distance views, by a combination of narrow shelterbelts, occasional plantations, orchards, periodic hedgerow trees and tall vegetation in the curtilages of rural or small settlement properties.
- 9.9.38 At the viewpoints that are located closer than 1.5km where visual effects are assessed to be not significant, this assessment is usually heavily influenced by the presence of nearby built development that foreshortens all views in the relevant direction. This takes the form of individual built developments such as the Tesco Superstore, west of Cromwell Road at Viewpoint 3; a coalescence of built development such as the development on South Brink and to its immediate south at Viewpoint 10; and a combination of built development and tree cover within and to the south of Wisbech Park at Viewpoint 11.

Summary of visual effects on Community Visual Receptors

- 9.9.39 The preliminary assessment of effects upon the views of the 45 groups of residential and community visual receptors identified within the study area is set out in the detailed assessment tables in **Appendix 9J: Visual Assessment Tables**. A summary of this assessment is presented below.



Construction Phase

- 9.9.40 The visual assessment that is set out in **Appendix 9J: Visual Assessment Tables** concludes that the 36 months' long construction phase would result in significant adverse visual effects only being sustained by two of the 45 residential and community receptors that have been included in the assessment. These are the residential visual receptors inhabiting the two closest residential properties: Number 9 and 10 New Bridge Lane.
- 9.9.41 The former benefits from high levels of screening by boundary fencing and dense, tall hedgerows so that views of the construction activities will be largely confined to those available from the limited number of first floor east and north-facing windows. The property's location within 15m of the south-western boundary of the EfW CHP Facility Site and 160m of the chimneys and the main building would have the consequence that the crane activities that could be 75m high could potentially be visible from some ground level locations. There would also be at least some views of the larger vehicles using New Bridge Lane as they enter and leave the new site entrance that would be located further east along New Bridge Lane.
- 9.9.42 The Bungalow at Number 10 New Bridge Lane is located 30m south of the boundary of the EfW CHP Facility Site and approximately 190m south of the chimneys and the main building. There would be clear views of the Proposed Development under construction due to the absence of effective planting and screening elements in their front (northern) garden and the requirement for the removal of a high proportion, if not all, of the mature block of poplars and understorey shrubs on the southern boundary of the EfW CHP Facility Site at the start of the construction phase. This would provide residents with close distance, open views of a good proportion of the ground level preparation works and plant movements in the southern and central parts of the EfW CHP Facility Site. This would be in addition to views of the lower, middle and upper-level components on the main and ancillary buildings including at the latter stage the activities of up to nine cranes, plus the Temporary Construction Compound and vehicular movement along New Bridge Lane associated with entry and departure at the new site entrance which would be directly opposite.
- 9.9.43 None of the other community visual receptors, including the small number living at properties located within 500m of the main building at the EfW CHP Facility Site, would sustain more than a low magnitude of change during the construction period. This is primarily due to these visual receptors all benefitting from different types of screening that would be sufficiently effective to ensure that these residential visual receptors would have minimal or no views of ground level and lower-level construction activities including plant movement and the temporary construction compound.
- 9.9.44 The closer individual residential properties such as Rose Bungalow, the chalet on New Drove and the former Potty Plants Nursery all possess a combination of effective boundary tree, hedge and/or fencing allied with at least some intervening industrial or warehousing type of built development that is relatively extensive and/or tall. The most pertinent example being the Cold Store whose principal building is 36m tall with a footprint of 85m x 140m. These baseline elements would combine to screen a high proportion, or all, the ground and lower-level construction activities which will account for most of the construction activities. Residents would be likely to have views of some of the crane activities which could be up to 75m high with the



chimney erection crane (up to 95m high) only present for several days.. These views would be likely to be concentrated in the latter part of the construction phase when the upper sections of the tallest buildings such as the boiler house would be approaching completion and the chimneys would be erected. Residents at none of the other residential properties would sustain more than a low magnitude of change and consequent minor level of effect during the construction phase.

9.9.45 A similar situation would apply to the 26 communities that have been identified outside the urban area of Wisbech, albeit with the benefit of increased separation distances and a commensurate increased likelihood that intervening vegetation, and from some directions, built development combine to provide effective screening with minimal variation between summer and winter months. The assessment concludes that a low magnitude of visual change would be experienced by at least a proportion of residents in the communities of Begdale, northern Elm and Leverington due to their views of the middle and upper-level construction activities and the associated upper crane activities. The flat topography that characterises the study area lends increased visual effectiveness to the generally low level of tree cover allowing the combination of shelterbelts, field corner copses and small plantations and the frequent presence of mature coniferous and deciduous tree cover in gardens and curtilages to coalesce to effective screening, especially in views from over 2-3km. In addition, in all but the most dispersed communities nearby garden vegetation and residential built development minimises the availability to residents of outward views. These are generally restricted to either residents in properties on the edges of the communities, or residents in properties with first floor windows that face directly or obliquely in the direction of the EfW CHP Facility Site. In this context, it is useful to note that in many communities a good proportion of the more recent residential built development consists of bungalows.

9.9.46 An important contributory factor is the location of the EfW CHP Facility Site on the southern edge of Wisbech. The important screening role that would be provided by the Cold Store close to the east has been noted. Whilst the Cold Store is the largest and tallest building, and consequently has the most influential role of any individual built development, similar roles are cumulatively played by several of the largest and/or tallest buildings located in the area south of Weasenham Lane and alongside and east of Cromwell Road (B198) which the LVIA and appendices generally refer to as the industrial estate or the Wisbech or Belgrave Retail Park. Cumulatively these buildings with their dense layout will screen all community receptors' views except partial or framed views of the uppermost construction activities. This is demonstrated by review of baseline views and the visualisations from viewpoints such as Viewpoints 2, 3, 4 and 7 i.e. which are applicable to communities to the east, north and west. Even in more open views from communities to the south, particularly Begdale and to some extent northern Elm, the development on the southern edge of Wisbech would provide visual context, if not screening.

9.9.47 The role of extensive built development in providing screening would become even more influential for the group of 9 communities that have been defined across the urban area of Wisbech. For most of these numerically large group of residential receptors the screening that would be provided by the industrial, commercial and retail built development in southern Wisbech is augmented by the cumulative presence of large amounts of other built development that is located in their immediate environs. Once again this combines with flat topography to prevent views



that extend more than a couple of streets and would also serve to screen views of the uppermost construction and crane activities. Hence for residents across nearly all Wisbech, the level of effect has been assessed to be either very low, or more commonly, no effect. This is proven by the minimal ZTV coverage that is shown in **Figures 9.2i: EfW CHP ZTV within 5km of red line boundary for main EfW building in the EfW CHP Facility, 9.3i: Chimney ZTV within 5km and 9.4i: Composite ZTV**. The only exception is a limited number of residents located south of Weasenham Lane and west of Churchill Road/Elm High Road (A1101) such as those in properties fronting onto Heron Road open space.

9.9.48 Only a very small proportion of the one of the groups of the Wisbech community receptors would have any potential to sustain visual effects from the construction of the CHP Connection. This is residents in the properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road. A combination of good screening from the local vegetation resource alongside the CHP route, the limited construction requirements for CHP Connection, plus the wider factor of the high density of the urban built development has been assessed as generating a very low magnitude of change for this group of community visual receptors that would be not significant.

9.9.49 The last consideration is the impacts that would be generated by the construction of Options 1 and 2 for the Grid Connection. This includes the potential for intra-project cumulative effects upon a proportion of the identified community groups located to the south-east, east and north-east of Wisbech, within the 3km offset study area(s) for the Grid Connection and within the ZTV for the Grid Connection that are shown in **Figure 9.5: OHL 1 and OHL 2 132kV grid connection**. The visual assessment concludes that there is no potential for any significant intra-project visual effects during the construction phase, taking in consideration the proposal to underground the western-most subsection of the Grid Connection route as far as the eastern side of A1101. The construction activities for the Grid Connection would be short-lived, with the construction compound required for the much longer Option 1 being required for only six months.

9.9.50 Both Options are routed across intensively farmed, agricultural fields where localised excavation works and movements by large-scale plant are regular visual components in community visual receptors' views. Few, if any, existing visual elements would need to be lost to facilitate construction activities. It is assessed that a proportion of residents in a few communities such as Walpole Highway, West Walton, and Walpole St. Peter and Walpole St. Paul would sustain very low magnitudes of change for Option 1. Only some residents in the community of Walpole Highway would potentially sustain a low magnitude of change due to the six months long presence of construction compound in some of their close or middle-distance views. These visual impacts would only be sustained under Option 1. The resultant moderate level of effect would always remain not significant. Residents in these communities would only ever have potential views of the uppermost crane and construction activities low above a small section of their horizon. These temporary visual elements would be seen over separation distances of between 4.5 to 10km which would ensure that they would be minor, short-lived elements so that there could be no significant intra-project cumulative visual effects.



Operation Phase Year 1

- 9.9.51 The assessment set out in detail in **Appendix 9J: Visual Assessment Tables** conclude that there would be few changes in comparison with the preceding construction phase. One change is that there would be significant adverse effects at three (as opposed to at two) individual residential properties and one community. The additional residential property is located just over 500m to the south-west of the boundary of the EfW CHP Facility Site towards the southern end of Cromwell Road (B198). It is assessed the middle and upper sections of the main building at the EfW CHP Facility and the chimney would be prominent elements in any northern and eastern views available to the residents. Intervening built development of the Coveris building on the east side of Cromwell Road would screen the lower components and all ground level plant movements at the operational EfW CHP Facility. Nevertheless, as there are no screening elements close to the property's north- and south-eastern boundaries, where residents have north-and south-eastern views, the height and scale of the EfW CHP Facility would result in an overall low magnitude of change for the residents which would result in a **Moderate** adverse effect that would be **Significant**. At the two closer properties at No.9 and No.10 New Bridge Lane, the factors regarding proximity, use of New Bridge Lane and the visibility of the most elevated components of the EfW CHP Facility would still be applicable.
- 9.9.52 The single community where the assessment concludes that there would be potential for significant adverse effects to be experienced would be Begdale. The main building at the EfW CHP Facility would be only marginally taller than the adjacent Cold Store and that it would possess similar scale and mass to the Cold Store. However, the two 90m high chimneys would be the tallest elements in these receptors' northern views and would act as a focal point. This visual role would be exacerbated when the plume would be periodically visible. Hence whilst the magnitude of change would continue to be Low in the most open views available to residents in northern part of Begdale. However, during the longer operation period it is assessed that the resultant moderate level of effect would be significant. It is important to note that a proportion of residential receptors in properties that possess some nearby screening from built development or vegetation in Begdale, such as the caravans/chalets east of the Fishing Lake would not sustain significant effects.
- 9.9.53 A limited number of residential visual receptors in individual properties and communities would sustain a low magnitude of change that has been assessed as resulting in effects that would be not significant. These are individual residential properties at Rose Bungalow on New Bridge Lane (but not the completed enclosed and screened caravans to its immediate south); the bungalow at the eastern end of New Bridge Lane (Potty Plant Nurseries); 'Iolanda' bungalow on Cromwell Road (B198); and the five properties on the closest section of South Brink. Residents at these properties all benefit from moderate to high levels of boundary and/or intervening screening from extensive built development. The same adjacent and intervening built development sometimes augmented by dense adjacent planting would result in a very low magnitude of change for the residents at the other properties within 500m of the main building at the EfW CHP Facility. These would be the 'Chalet' and other properties on New Drove and residents in the two caravan parks located to the south of A47.



- 9.9.54 The communities where it is assessed that at least a proportion of their residents would sustain a low magnitude of change, but a level of effect that would be not significant are northern Elm; Leverington; and Walton Highway. For residents in northern Elm the key considerations would be the high degree of screening that would be provided by the Cold Store given its relative alignment between northern Elm and the EfW CHP Facility. This would be most effective for visual receptors in the southern part of this community. The visualisation from Viewpoint 8 in **Figure 9.24: Viewpoint 8: Halfpenny Lane Byway** shows how in open views from the northern part of this community visual receptors would see the upper section of the main building, turbine hall, air cooled condenser, and the chimneys alongside the Cold Store. All these elements would be visually interpreted as belonging to a single development due to their similarity in mass, height, scale, form, and surface appearance. Hence the EfW CHP Facility would be an incremental change as opposed to an unprecedented change. The chimneys and their period plumes would potentially act as a focal point, but the closer and taller lattice pylons already perform a similar visual role in the view. A night-time baseline photograph from Viewpoint 8 is provided in **Figure 9.16iv: Viewpoint Photograph 8: PRoW Halfpenny Lane north-west of Elm**. This shows that the part of the community's residents' view that would be occupied by the EfW CHP Facility is already the most illuminated part of this night-time view. Most pertinently, only a small proportion of residents in Elm possess the required relatively open, north-western views; most residents views are mostly or completely screened by nearby built development and the high levels of tree and vegetation cover present in northern Elm.
- 9.9.55 Visual receptors in the more distant community of Leverington similarly benefit from high levels of appropriately sited, mature tree cover in the settlement, as well as a high density of built development. Only a very small proportion of residents in this community would have the open views towards the upper sections of the operational EfW CHP Facility that are illustrated in **Figure 9.28: Viewpoint 12: PRoW - 'The Still' - south of Leverington**. The same screening elements would also be effective for the period plume. The low magnitude of change that would be experienced by some residents on the southern and western fringes of Walton Highway would be almost entirely due to the presence in open, close and middle distance views of a moderate number of the wooden poles supporting Option 1 of the 132kV Grid Connection. Any visual role for the chimneys and the periodic plume at the operational EfW CHP Facility would be minimal.
- 9.9.56 The only other community where a proportion of visual receptors would potentially sustain a low magnitude of change would be one of the ten communities defined in Wisbech; south of Weasenhane Lane & west of Churchill Road/A1101. Within this community, the low level of effect would only apply to some residents in properties on or close to the western fringe where more open views towards the eastern elevation of the EfW CHP Facility could be available. All other visual receptors in this community and the other nine communities defined across the urban area of Wisbech would sustain a very low magnitude of change, or more extensively, no change as evidenced by the minimal ZTV coverage across the urban area.
- 9.9.57 Aside from the five communities where a proportion of visual receptors would sustain a low magnitude of change, the assessment concludes that 19 communities would only sustain a very low magnitude of change and three more distant communities would experience no change. In most communities some receptors



would have views of the upper section of the chimneys with a slightly lesser number of receptors also seeing the upper section of the main building always low above a narrow section of the horizon. Despite their height and scale these components would be increasingly susceptible to screening by the coalescence of the low to moderate levels of intervening tree cover, sometimes augmented by judicious aligned built development. In many communities and at many isolated properties or small groups of properties, additional screening is provided by mature tree planting in gardens and curtilages which is a local characteristic, possibly related to providing shelter from winds.

9.9.58 The baseline viewpoint photographs (**Figures 9.15i – 9.15xxx**) and three extensive site visits demonstrated that the 36m high Cold Store is increasingly screened at separation distances beyond 2-3km, becoming rarely visible in casual views at 4-5km. Although the EfW CHP Facility's main building and chimney would be taller, the same screening elements would have a commensurate impact on the availability of middle and long distance views from communities (and other visual receptor groups), albeit over slightly increased separation distances. The presence of the plume could periodically serve to add visual emphasis to the chimneys. However, it is pertinent to note that without the plume, the presence of the slender chimneys, seen as a single visual component, would often be seen in views in which there are plentiful existing slender vertical elements. These include wind turbines and the more widespread lattice pylons and ubiquitous wooden poles supporting telephone lines and electricity distribution overhead lines.

9.9.59 The operation of either Option 1 or Option 2 of the Grid Connection would have minimal effects upon any communities within its study area to the south-east, east and north-east of Wisbech. The visualisation in **Figure 9.30: Viewpoint 14: Burrettgate Road close to Eldred Road, Walsoken** from Viewpoint 14 close to the eastern edge of Wisbech demonstrates that within approximately 1km the wooden poles become small-scale visual elements even when viewed against a backdrop of sky as opposed to vegetation or built development. Baseline photography from this and several other viewpoints shows that Grid Connections are common visual features in community (and other) visual receptors' views, due mostly to the presence in the study area of the Walpole Substation.

Operation Phase Year 15

9.9.60 There would be no variation in the assessments for any of the 46 community visual receptor groups between Year 1 and Year 15. This is because the assessment has adopted a worst-case scenario and does not rely upon the establishment and maturation of any landscape planting within the EfW CHP Facility Site, including upon its southern fringe where it is shown in **Figure 3.5: Preliminary EfW CHP Facility Site Layout**. If established, it would only screen ground and lower-level components and activities in the views of a small number of community visual receptors located to the south of the EfW CHP Facility Site. The assessment also shows that the principal contribution to the impacts that these visual receptors would sustain would be from the presence of the main building and the chimneys as opposed to the lower components and ground level activities.

9.9.61 A secondary, incremental factor which could influence the impacts sustained by the same group of visual receptors concerns the 'broad location for growth' included in



the Adopted Fenland Local Plan 2014. Were some, or all the development on the open areas between the southern and south-eastern edge of Wisbech and the A47, to be implemented in the first 15 years of the EfW CHP Facility's operation, this would be highly likely to influence the composition and/or availability of views to these community visual receptors. Such a change would potentially reduce the visual impact of the operational EfW CHP Facility.

Summary of visual effects on Recreational Visual Receptors

9.9.62 The preliminary assessment of effects upon the views of recreational visual receptors identified within the study area is set out in the detailed assessment tables in **Appendix 9J: Visual Assessment Tables**. A summary of this assessment is presented below.

Construction Phase

9.9.63 The assessments for the 25 groups of recreational receptors identified, including 12 PRow networks and differentiations for receptors cycling in different directions on NCR 1 or walking two different sub-sections of the part of the Nene Way within the study area, concluded that two recreational receptors would sustain significant visual effects due to their often limited, views of the construction activities for the Proposed Development. These are recreational receptors walking along the Halfpenny Lane Byway, especially the subsection north of A47, which is routed within 850m to the east of the EfW CHP Facility Site (the temporary construction compound); and recreational receptors using the subsection of the Nene Way to the south of Wisbech.

9.9.64 The distribution of the recreational receptors ensures that no groups would be undertaking activities close enough to the EfW CHP Facility Site to provide them with views of the ground and lower-level construction activities. The closest recreational receptors would be walkers on the subsection of the Nene Way south of Wisbech routed along North Brink. Reference to the visualisation from Viewpoint 3 in **Figure 9.19: Viewpoint 3: North Brink south of Mile Tree Lane** shows how along this subsection even the uppermost construction and crane activities would be screened by the intervening presence of large built developments such as the Tesco superstore. However, this very high degree of screening is not consistently present as evidenced by review of the visualisation from Viewpoint 7 in **Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery** and, to a lesser extent, Viewpoint 13 in **Figure 9.29: Viewpoint 13: Nene Way by Cold Harbour Corner**. Hence it is assessed that along at least a proportion of this 19.3km long section of the Nene Way south of Wisbech, recreational receptors would sustain a low magnitude of change in their views. The resultant moderate level of effect could be significant because receptors travelling along the Way would be likely to consider the presence of undisturbed views to be an important factor in undertaking and gaining enjoyment from this activity.

9.9.65 Viewpoint 6 is located on the closest section of the Halfpenny Lane byway. The visualisation in **Figure 9.22: Viewpoint 6: Halfpenny Way Byway north of A47** provides a strong indication that, at least when walking along the subsection north of A47 without the benefit of the screening from the belts of tree cover alongside the A47, recreational receptors would be able to see a good proportion of the middle



and upper-level construction activities. When walking along the southern subsection the visualisation in **Figure 9.24: Viewpoint 8: Halfpenny Lane Byway** from Viewpoint 8 indicates that there would be increased screening of lower-level construction activities, as well as that a limited proportion of the middle and upper-level activities would be screened by the nearby Cold Store. It is assessed that the proximity and relative openness and consistency of views would result in a medium magnitude of change which would be significant.

9.9.66 Of the remaining recreational visual receptors, a low magnitude of change resulting in **Moderate** levels of effect that would be **Not Significant** are assessed for two PRow networks. These are the network of PRowS on droves west of Begdale; and a single PRow south of Leverington called 'The Still'. At the former whilst the likely few recreational visual receptors using the isolated PRow network would have relatively open views, these views already include several lattice pylons and the Cold Store and are across A47 with its traffic movements. Receptors' view would not include the more numerous and temporally extensive ground and lower-level activities. The recreational receptors travelling south along the Still would only have views of the middle and upper-level construction and crane activities as can be inferred from the visualisation in **Figure 9.28: Viewpoint 12: PRow - 'The Still' - south of Leverington** from Viewpoint 12. Receptors' views which would be likely to be restricted to the latter part of the 36 months' long construction period, and the activities would be present above a narrow section of the horizon over a minimum separation of 1.8km.

9.9.67 A short section of NCR 63 is routed along Begdale Road. It which would provide cyclists with brief views encapsulated at Viewpoint 9 and shown in **Figure 9.25: Viewpoint 9: NCR 63 Begdale Road Between Elm & Begdale**. Nevertheless, in the context of several hours cycling the brief availability of oblique views in which the closer Wisbech Solar Farm and several wooden poles and lattice pylons are present in the fore- and middle ground would not generate a significant effect. Recreational visual receptors visiting the limited number of tourist attractions in Wisbech would have no views of any construction activities. This would be due to the complete absence of the required outward views resulting from surrounding dense built development as illustrated at Viewpoints 10 and 11 whose visualisations are contained in **Figures 9.26: Viewpoint 10: Southern frontage of Peckover House on North Brink & 9.27: Viewpoint 11: Wisbech Park**.

9.9.68 For all the other more distant visual receptor groups any views of construction activities would be entirely restricted to short-lived views of the uppermost construction and crane activities, sometimes confined to those associated with the chimneys. Review of the baseline photograph and visualisations from Viewpoints at separation distances greater than approximately 5km frequently show that even the relatively low levels of tree cover that are present in the study area outside of settlements would be sufficient to provide screening or filtering of these short-lived activities. At separation distances of more than 10-12km it is likely that even when open views are available in the required narrow angle of view, the uppermost construction and crane activities would be difficult to discern in casual views.

9.9.69 The assessment has also considered any potential contributions that would be generated by the construction activities required for the 132 kV Grid Connection and the CHP Connection. Construction activities required for the CHP Connection would



have no potential to be seen by any recreational visual receptors. The construction activities required for the 132kV Grid Connection, especially the longer Option 1, would be routed close to or across a six of the 12 PRow networks (see **Figure 9.13: Individual PRowS and PRow networks included in the visual assessment**) whilst there are two groups close to Option 2 of the Grid Connection. The assessments conclude that the brevity of the construction activities; either open trenching, or more extensively, the erection of the wooden poles, associated temporary access routes and plant movement; and the subsequent stringing of the conductors would be short-lived and only clearly visible receptors using the closest sections of these PRow networks. The potentially affected recreational receptors would be located sufficiently far from the EfW CHP Facility Site to ensure that potential cumulative visual effects would be not significant.

Operation Phase Year 1

- 9.9.70 Review of the detailed assessments contained in **Appendix 9J: Visual Assessment Tables** shows that there would be only limited changes in comparison with the preceding construction phase. The rationales set out for the construction phase would continue to be applicable. The limited changes would be due to increase in the height of the tallest operational component: the chimneys at 90m AGL in comparison with the tallest components potentially present during the construction stage: the cranes up to 75m AGL and the longevity of chimneys compared with the cranes. A second factor is the potential periodic presence of the plume that could add visual emphasis to the chimneys and, in some views, the uppermost sections of the EfW CHP Facility, most probably the boiler house.
- 9.9.71 The potential for the chimneys and the potential periodic plume to be more readily visible would be most likely to be a factor in some middle and longer distance views available to recreational visual receptors. However, it is assessed that there would be no recreational visual receptors for whom this change would result in visual effects that would previously be not significant becoming significant at the start of the operation phase.
- 9.9.72 This limited visual change is reflected in the assessment for the recreational visual receptors walking south along the section of the Nene Way. The gradual increase in the visibility of the chimneys, and potentially the periodic plume, as they walk southwards towards Wisbech has led to the assessment that along this 15.7km section of the Way the magnitude of change sustained would increase to low. However, the resultant moderate level of effect would continue to be not significant. This would be because recreational visual receptors' closest views would be over a separation distance of 3km with the southern-most 1.7km of the Way being routed through the northern urban area of Wisbech which would ensure that it would be outside the ZTV for the chimneys (**Figure 9.3ii: EfW CHP Facility Chimney ZTV within LVIA Study Area (17km radius) of main building at EfW CHP Facility**).
- 9.9.73 There is the potential for the periodic plume to draw visual attention to the chimneys and the uppermost section of the main building at the operational EfW CHP Facility from three recreational groups over 14.5km distant. Changes due to the presence of the plume, that might otherwise not be discernible to the casual observer, would potentially be experienced by recreational visual receptors travelling on the closest (14.5km separation distance) sections of the Fen Rivers Way and Ouse Valley Way



and some visitors to WWT Welney Wetland Centre (approximately 15km separation distance) due to the often, open nature of receptors' views towards the EfW CHP Facility. It is predicted there could be an increase experienced by these recreational receptors from no change during the construction period to a very low magnitude during construction giving rise to a **Minor** level of effect and **Not Significant**.

- 9.9.74 Recreational visual receptors at some closer attractions have few, if any, outward views so the increased height of the chimneys and the plume would have no impacts. This situation would apply to visitors to Peckover House and Garden and Walpole Water Garden. As under Coronavirus restrictions it was not possible to visit the gardens at Elgood's Brewery it is concluded that it could be possible for visitors in some locations in the well vegetated and treed garden, especially in winter months, to see the periodic plume, hence the assessment of a very low magnitude of change.
- 9.9.75 No changes are assessed for cyclists traveling along the three NCRs. As per the construction phase, it is assessed that cyclists travelling for 1km along the closest section of Begdale Road could briefly sustain a high magnitude of change. Nevertheless, in the context of their overall experience cycling along the northern section of NCR 63, the partial and intermittent presence of the operational EfW CHP Facility would not result in significant effects.
- 9.9.76 Review of the assessments for the 12 PRoW networks shows that recreational visual receptors using these PRoWs would experience no changes in comparison with the preceding construction phase. As these PRoW networks are all concentrated within 5-6km of the EfW CHP Facility, the potential issue of the periodic plume drawing attention to the EfW CHP Facility and its chimneys would be less likely to be an issue for this group of recreational visual receptors.
- 9.9.77 The role of the operational 132kV Grid Connection in generating any incremental additional visual impacts upon any recreational visual receptors would be minimal. Cyclists on the relevant section of NCR 1 would pass underneath the Option 1 overhead line. However, as noted several times in the LVIA, lines of wooden poles and larger lattice pylons are common visual elements in views available along this section of NCR 1. Hence an additional line of wooden poles in some views could not result in any changes to these receptors' overall magnitude of change.
- 9.9.78 Were Option 1 to be selected, recreational receptors walking along six PRoW networks would potentially have views of some of its wooden poles whilst recreational receptors using two PRoW networks would potentially have views of Option 2 of the Grid Connection. As with recreational visual receptors cycling on NCR 1, the incremental change that could be generated by the presence of a limited number of wooden poles would never be sufficient to generate significant visual effects. In the baseline views that are available in the areas south-east, east, and north-east of Wisbech where these networks are routed, wooden poles become difficult to readily identify in views of more than approximately 1.5km, especially when they often viewed against a backdrop of vegetation or built development. Consequently, a limited number of new wooden poles would be likely to be absorbed into these recreational visual receptors' existing views. Operation Phase Year 15.
- 9.9.79 As with other visual receptor groups, it is assessed that there would be no changes in the role of the operational EfW CHP Facility in any recreational visual receptors'



views by Year 15 in comparison with Year 1. Recreational visual receptors are located too far away from the southern side of the EfW CHP Facility Site to derive screening benefits from the establishment and maturation of any planting close to the southern boundary alongside New Bridge Lane which would be the only relevant visual change within the EfW CHP Facility Site between Year 1 and Year 15.

- 9.9.80 It is assessed that there could be an aspect of the future baseline that could affect one recreational visual receptor: users of the Halfpenny Lane Byway. This would arise if development were to take place in Little Boleness Field area as highlighted in the current Adopted Fenland Local Plan. Development located in the intervening 900km which is presently mostly open would be highly likely to reduce the availability of views to the middle and upper sections of the EfW CHP Facility's eastern elevation for these recreational receptors. By utilising a worst-case scenario, the visual assessment concludes that, although the magnitude of change could decrease to low, the resultant moderate level of effect would continue to be significant.

Summary of visual effects on Vehicular Visual Receptors

- 9.9.81 The preliminary assessment of effects upon the views of the 23 vehicular visual receptors identified within the study area is set out in the detailed assessment tables in **Appendix 9J: Visual Assessment Tables**. A summary of this assessment is presented below.

Construction Phase

- 9.9.82 The assessment concludes that no vehicular visual receptors would sustain significant visual effects during the construction period. Vehicular receptors using sections of five roads are assessed as potentially sustaining low magnitudes of change whilst travelling along at least part of the route.
- 9.9.83 The most numerous receptor group would be those travelling east on the A47. They would have consistent views of the middle and upper most construction and crane activities would only become available after the junction with South Brink, i.e for ~600m up to the traffic island at the southern end of B198. They would then continue for a further 1km until the EfW CHP Facility Site and its temporary construction compound would be screened by the Cold Store. For receptors travelling in westbound vehicles along the same section of the A47, these same views would either be oblique or behind the direction of travel which would result in a reduced magnitude of change.
- 9.9.84 The six other vehicular receptor groups that would sustain low magnitudes of change would be less numerous. Two groups are receptors in east-bound vehicles on some local roads to the immediate west of the closest section of the River Nene (including North Brink, Cox's Lane, Mile Tree Lane and Bevis Lane). Receptors in west bound vehicles would be travelling away from the EfW CHP Facility Site so would have no views. When travelling east they would periodically have views of the uppermost construction and crane activities between or above the extensive built development alongside B198 and South Brink. Two receptor groups are associated with the minor roads around Begdale (Begdale Road and Redmoor Lane) for whom effects would be similar, or the same as, those described for the recreational



receptor groups using the PRow network west of Begdale or the closest short section of NCR 63.

- 9.9.85 The remainder of vehicular receptors travelling on the network of 'A', 'B' and minor roads across the remainder of the study area are assessed as sustaining either very low magnitudes of change or no change. The former tends to be receptors travelling on roads with approximately 10km of the EfW CHP Facility Site. At greater separation distances the combination of coalescence of intervening screening, often oblique views, and the transient nature of the receptors would be highly likely to prevent any views of construction activities being available even if the road is routed within the ZTV.

Operation Phase Year 1

- 9.9.86 The explanations summarised for the Construction phase would continue to be applicable for the Operation phase. Consequently, the assessment concludes that the lack of significant effects for this group of visual receptors would continue into the operation phase with minimal change in the proportion of vehicular receptor sustaining low, and very low magnitudes of change or no change. The assessment in **Appendix 9I: Viewpoint Assessment** for Viewpoint 5 which is located on the verge of the closest section of A47 and therefore represents the views of eastbound vehicular receptors on this section of A47 concludes that at the viewpoint the magnitude of change in the Operation phase would be high. The supporting visualisation is shown in **Figure 9.21: Viewpoint 5: A47 east of roundabout junction with the B198**. The assessment for this receptor group in **Appendix 9J: Visual Assessment Tables** concludes that the high magnitude of change will be experienced for approximately 1.6km, however in the context of most journeys along a regional 'A' road the overall magnitude of change would be low. Combined with the low sensitivity of vehicular receptors using regional 'A' roads, the resultant level of effect would be not significant. The marginally increased potential visual role of the operational EfW CHP Facility, including the chimneys, plus the short-lived incremental visual role that would be played by the wooden poles supporting the 132kV Grid Connection routed close to a section of A47 would result in low magnitudes of change being potentially sustained for east- and west-bound vehicular visual receptors.
- 9.9.87 Vehicular visual receptors using the same four individual or small groups of local minor roads would sustain up to low magnitudes of change as per the construction phase. In most views only the upper section of the boiler house and the chimneys would be visible above other large-scale built development. The periodic presence of the plume could draw receptors' attention and emphasise the presence of the chimneys but would be insufficient to result in any significant effects. For the vehicular visual receptors travelling on the more distant roads, the same combinations of mitigating factors outlined for the construction phase would still be applicable. The level of visual effects would never exceed very low and would always be not significant.

Operation Phase Year 15

- 9.9.88 There would be minimal change in comparison with Year 15. As discussed, several times previously in the LVIA, any landscape planting within the EfW CHP Facility



Site that was approaching maturity by Year 15 would have no potential to provide any screening of the middle and upper-level sections of the main or ancillary buildings or the chimneys which would be the only visible components of the operational EfW CHP Facility for almost all vehicular visual receptors.

- 9.9.89 The only exception could be for the east and westbound vehicular receptors travelling along the closet section of A47 who could have glimpsed views of lower-level components in the southern part of the EfW CHP Facility Site. Establishment of a belt of trees close to the New Bridge lane boundary along with a block of trees south of the water treatment plant and turbine hall could combine to provide effective screening of components up to approximately 12m height. However, it should also be noted that as stated in the future baseline in Section 9.5, it is possible that the intervening area from the closest section of A47 and the EfW CHP Facility Site could be developed by Year 15. Under this scenario, there could be considerably more screening than could be provided by the on-site landscape planting alone and that would reduce the visibility of the EfW CHP Facility and reduce the level of subsequent effects upon the visual amenity of receptors on the A47.

Summary of effects on Residential Visual Amenity

- 9.9.90 The preliminary residential visual amenity assessment for the eight individual or small groups of properties identified within 500m of the boundary of the main building at the EfW CHP Facility is set out in the detailed assessment tables in **Appendix 9K: Residential Visual Amenity Assessment**. A summary of this assessment is presented below.

Construction Phase

- 9.9.91 The relative brevity of the construction phase means that it has not been separately assessed in the RVAA as the conclusions for the operation phase are also be applicable (on a worst-case scenario basis) to the preceding construction phase.

Operation Phase Year 1

- 9.9.92 The RVAA has reviewed the detailed baseline conditions that apply to this small group of properties in compliance with ongoing best practice and the recent Landscape Institute Technical Information Note¹⁷. The key consideration is whether the EfW CHP Facility's operation would breach the Residential Visual Amenity Threshold by turning otherwise satisfactory dwellings into unsatisfactory places to live.
- 9.9.93 The RVAA concludes that at the four individual properties (Rose Bungalow; 'Iolanda' bungalow on Cromwell Road; the 'Chalet' on New Drove; and the bungalow at the former Potty Plants Nursery) and two small groups of residential properties (southern end of New Drove and Ellerby Drive) where the visual assessment concludes residents would sustain effects that would be not significant, there would likewise be no potential for the Residential Visual Amenity Threshold to be breached by the operation of the EfW CHP Facility including the Grid Connection.
- 9.9.94 The RVAA reaches the same conclusion for the two closest properties on New Bridge Lane: the two storey, well-enclosed Number 9; and the more open sited bungalow at No.10 New Bridge Lane. These were two of the properties at which the



visual assessment concludes that residents would sustain significant visual effects throughout the operation period.

9.9.95 The RVAA concludes that the Residential Visual Amenity Threshold would not be breached at Number.9 New Bridge Lane because the property would not have a sense of being surrounded by the EfW CHP Facility as its presence would not be discernible in southern or western views and the property is already well-enclosed by its boundaries as well as having partly largely surrounded by a range of light industrial and storage facilities. The potential for operational components of the EfW Facility such as the FGT Hall (max height 37m AGL) and Boiler House (max height 55m AGL) to be overbearing would be low given the separation distances would be over 170m and in combination components at the main and building of the EfW CHP Facility would occupy no more than 35° on the north-eastern horizon. A sense of separation would be retained due to the property's tall boundary hedgerows and intervening built development. There would be a potential sense of overbearing from the presence of the two chimneys at up to 90m height. However, they would be slender components being 3.2m in diameter with minimal mass. The corollary would be that, although they would be highly prominent where northern and eastern views are available over and beyond the property's boundaries, it would be unlikely that they would be legitimately considered to be overbearing even in combination with the upper section of the boiler house.

9.9.96 The RVAA concludes that the Residential Visual Amenity Threshold would not be breached at the bungalow at Number 10 New Bridge Lane, although the combined scale, height, and mass of the operational components of the main and ancillary buildings at the operational EfW CHP Facility which would occupy 120° angle of view would dominate any northern views available from within the property and its curtilage. The removal of intervening tree cover at the commencement of the construction period combined with the vehicular movement on New Bridge Lane and within the EfW CHP Facility Site would increase the visual role of the EfW in northern views. However, the eastern and principal southern views from the property would be unaffected thereby preventing any sense that the property would be surrounded by the EfW CHP Facility. With a minimum separation distance of 190m to the southern elevation of the main building which would be at the same ground level elevation as the property and a maximum height of 55m AGL other than the slender chimneys, it is concluded that the EfW CHP Facility's presence and operation would not be legitimately considered to be overbearing, notwithstanding the assessment that there would be significant effects upon visual amenity experienced by residents of No. 9 and No. 10 New Bridge Lane throughout the operational period. .

Operation Phase Year 15

9.9.97 There would be no changes to the contributory factors affecting the residential visual amenity at No.9 New Bridge Lane between Year 1 and Year 15 so the conclusion for Year 1 would be unchanged. There would be some changes affecting the situation at No.10 New Bridge Lane relating to the landscape planting that is proposed within the southern part of the EfW CHP Facility Site. The extent of the landscape planting is shown in **Figure 3.5: Preliminary EfW CHP Facility Site Layout** which shows a shelterbelt across the central area of the southern part of the EfW CHP Facility Site and a block of trees to the south of the Turbine hall and water treatment plant. The establishment and maturation of this tree planting by Year 15



would be likely to provide some screening of lower-level activities and components as well as providing a sense of visual separation. These changes would in turn have the potential to slightly reduce the sense of the EfW CHP Facility being overbearing in the northern views from the property and its curtilage, however it is predicted that a significant effect upon resident's visual amenity would remain.

Decommissioning

9.9.98 The environmental effects associated with the decommissioning phase are expected to be of a similar level to those reported for the construction phase works, albeit with a lesser duration of one year. The likely significance of effects relating to the construction phase assessment reported in this chapter are therefore applicable to the decommissioning phase.

Cumulative effects

9.9.99 The ES will give consideration as to whether any of the landscape, townscape and visual receptors that have been taken forward for assessment in this chapter are likely to be subject to cumulative landscape, townscape and visual effects because of landscape, townscape and visual effects generated by other developments.

9.9.100 At the time of the compilation of this PIER chapter it has not been possible to identify and agree with consultees the full range of permitted, planned and potential developments within the study area that could have the potential to generate significant cumulative effects upon any of the landscape, townscape and visual receptors assessed in this PIER chapter in association with the CHP Connection, Options 1 and 2 of the Grid Connection, or more likely, the EfW CHP Facility.

9.9.101 The focus of the cumulative landscape and visual impact assessment (CLVIA) to be undertaken in the ES will be upon landscape, townscape and visual receptors who have been assessed as sustaining low or higher magnitudes of change as a result of the Proposed Development and have also been assessed as having the potential to experience low or higher magnitudes of change as a result of other developments i.e. the CLVIA will focus on those receptors where there is potential for significant cumulative effects.

9.9.102 The CLVIA will be likely to include the potential for the development allocated or proposed in the as adopted Fenland Local Plan. Principally development on the eastern edge of Wisbech to result in potential in-combination effects with the 132kV Grid Connection; as well as development on the southern edge of Wisbech to result in potential in-combination effects with the operational EfW CHP Facility.

9.9.103 Consideration may also have to sequential effects on the regionally promoted trails and the sections of the three NCRs within the study area from any major developments away from Wisbech.

Summary

9.9.104 A summary of the results of the preliminary assessment of the landscape and visual effects contained within **Appendices 9G: Landscape Character Assessment Tables, 9H: Townscape Character Assessment Tables** and **9J: Visual**



Assessment Tables is provided in a series of tables for ease of navigation as follows:

- **Table 9.13** in relation to landscape and townscape effects;
- **Table 9.14** in relation to visual effects for residential visual receptors;
- **Table 9.15** for the visual effects experienced by recreational receptors; and
- **Table 9.16** for vehicular visual receptors.


Table 9.13 Summary of significance of adverse effects: landscape and townscape receptors

Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Landscape character					
Wisbech Settled Fen The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Medium	Moderate Not Significant	– Host LCA for the EfW CHP Facility and section of UGC of the Grid Connection. Construction activities have the potential to generate a visual effects pathway from within a large proportion of this LCA. From areas of LCA closest to the Proposed Development, where the highest magnitudes of change would be expected to occur, this activity would be perceived in context with high levels of movement and audible/ visual/ light intrusion and where vertical or large-scale infrastructure has a baseline role.
		Operation	Medium	Moderate Not Significant	– The operational EfW CHP Facility would often appear as a co-prominent feature with the Cold Store and/or steel lattice pylons and only occasionally as the dominant built element in the landscape. From within areas of LCA to the northwest and west, the elevated construction activities and operational EfW CHP Facility would sometimes be viewed in the absence of any vertical or large-scale precedent and could contrast with the rural fenland landscape and horizontal landform beyond the settlements. However, any urbanising influence would be reduced by the separation distances between the parts of the LCA within which this would be experienced and the EfW CHP Facility. Landscape effects associated with the construction and operation of the CHP Connection, Access Improvements and UGC section of the Grid Connection (common to both Options 1 and 2) would be highly localised and would have a high limited characterising role.



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
The Fens The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Low	Minor – Not Significant	Extensive LCA extending to within ~0.9km of the EfW CHP Facility Site. Construction effects would commonly be associated with the cranes and elevated construction activities which would have a visual presence from within a considerable proportion of this LCA. From locations to the south and north-west, this activity would often play an incremental role beyond closer and more prominent built infrastructure such as steel lattice pylons or the wind turbines at Coldham/Stag's Holt and Ransom Moor. A similar rationale applies for the operational EFW CHP Facility where its distant visual presence would form an incremental vertical intrusion above the horizon. Conversely, from areas to the west, the absence of larger scale vertical precedents within the rural landscape has the consequence that the distant visual presence of the elevated cranes and construction activities and subsequent operational EFW CHP Facility, emphasised slightly by any periodic plume, could have a small-scale urbanising role from within this largely unsettled landscape and may detract slightly from the horizontal character of the landform.
		Operation	Low	Minor – Not Significant	
March Clay Island The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Low	Construction	Very Low	Negligible Not Significant	A minimum separation distance of ~12km and high incidence of built form within and just to the north of the LCA results in limited and fragmentary intervisibility between the tallest construction activities and subsequent operational EfW CHP Facility. The small scale distant visual presence of the EfW CHP Facility would be frequently screened by existing intervening vegetation and consequently would have limited characterising influence. Effects would be Neutral.
		Operation	Very Low	Negligible Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
D2: Walpole, Terrington and Clench Warton The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Low	Minor – Not Significant	A minimum separation distance of ~9.5km between the southern edge of LCA D2 and the EfW CHP Facility Site with potential intervisibility between elevated construction works and the chimneys (and periodic plume) and main building of the operational EfW CHP Facility, becoming fragmented around the settlements of Terrington St. Clement and Walpole St. Andrew and St. Peter. The small scale and distant presence of the elevated construction activities and operational EfW CHP Facility in the most open views towards a south-eastern horizon which is already interrupted by numerous vertical elements results in a very limited characterising influence.
		Operation	Low	Minor – Not Significant	Construction activities associated with the northern end of the Option 1: Walpole Grid Connection around the Walpole substation within LCA D3, would be too small in scale to have an influence upon the character and key characteristics of LCA D2. The wooden poles of the operational OHL would become very minor, regularly spaced visual components that would be typically screened by existing low level fore or mid ground vegetation or built form. Where visible, the poles would often be viewed in context with taller pylons and would not alter the character or key characteristics of LCA D2. LCA D2 lies outside of the study area for Option 2 of the Grid Connection as shown in Figure 9.9ii: Landscape Character Types and Areas and as a consequence there would be no changes associated with this option.



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
D3: Terrington St. John The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Low	Minor – Not Significant	<p>The elevated construction activities and cranes and subsequent operational EfW CHP Facility have the potential to generate indirect landscape effects through a visual presence from within a large proportion of this LCA at a minimum separation distance of ~5km. The distant presence of this elevated construction activity or EfW CHP Facility would have a very limited characterising influence upon the character and key characteristics of this LCA given the baseline context in which vertical infrastructure already plays a role.</p>
		Operation	Low	Minor – Not Significant	<p>Direct landscape effects would arise through the construction and operation of the northern end of the OHL (Option 1: Walpole). The presence of plant and movement within the Grid Connection would be comparable in type and scale to agricultural machinery working seasonally within the rural landscape and consequently would have very limited influence upon the existing character or key characteristics of this landscape. The subsequent wooden poles would provide further vertical intrusion above the horizon, but the regular spaced and slender form of the poles would commonly be seen in context with the larger steel lattice pylons thereby reducing their contrast with existing components in the landscape. LCA D3 lies outside of the study area for Option 2 of the Grid Connection as shown in Figure 9.9ii: Landscape Character Types and Areas and as a consequence there would be no changes associated with this option.</p>



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
D4: Emneth, West Walton and Walsoken The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Low	Minor – Not Significant	The elevated construction activities including cranes and the subsequent operational EfW CHP Facility have the potential to generate indirect landscape effects from within a large proportion of LCA D4 at a minimum separation distance of ~1.5km. This would be most evident from within the open fenland landscape to the east of EfW CHP Facility Site from which the elevated construction activities and operational chimneys and upper sections of the main buildings of the EfW CHP Facility would form an incremental visual contrast with the rural landscape and further vertical intrusion above the horizon, often visible alongside the Cold Store, and in context with steel lattice pylons and smaller communications poles. Direct landscape effects would arise through the construction and operation of both Option 1: Walpole and Option 2: Walsoken of the OHL. The presence of plant and movement within the Grid Connection would be comparable in type and scale to agricultural machinery working seasonally within the rural landscape and consequently would have limited influence upon the existing character of this landscape. The wooden poles of the operational OHL would provide further vertical intrusion above the horizon but the regular spaced and slender form of the poles would be minor elements commonly be seen in context with the larger steel lattice pylons and other vertical elements such as the two 45m high turbines near Walton Highway thereby reducing their contrast with existing components in the landscape.
		Operation	Low	Minor – Not Significant	
D5: Outwell The Proposed Development could give rise to an adverse change to the character and key	Medium	Construction	Very Low	Negligible – Not Significant	Potential intervisibility with the elevated construction activities and operational EfW CHP Facility from within a moderate but fragmentary proportion of this compact LCA at a minimum separation distance of ~5km. Occasional open views available from within the more open northern part of the LCA, within which



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
characteristics of the receptor.		Operation	Very Low	Negligible Not Significant	– the elevated construction activities and chimneys and upper sections of the main buildings of the EfW CHP Facility would form minor elements in north-western views. Where visible, these components could form an incremental small scale visual contrast with a corresponding very small-scale urbanising effect upon the baseline high to moderate levels of scenic quality and perceptual aspects including tranquillity and sense of time depth.
E1: Tilney All Saints The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Very Low	Negligible Not Significant	– A minimum separation distance of 9.5km has the consequence that the tallest construction activities and subsequent chimneys and upper sections of the main buildings of the operational EfW CHP Facility, would be very small theoretical components in any views, In reality review in the field has indicated views would typically be screened by existing fore and mid ground vegetation and/or built form. Where the EfW CHP Facility is occasionally visible, it would typically be seen in context with other closer existing built vertical elements, thereby limiting the characterising influence.
		Operation	Very Low	Negligible Not Significant	
E2: Saddlebow and Wormegay The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	No Change	No Effect	The distant presence of elevated construction activities would be too small in scale to have any characterising role upon the character and key characteristics of this LCA at a minimum separation distance of ~14.5km. The chimney (and periodic plume) and the upper section of the main building of the operational EfW CHP Facility would potentially be visible typically screened by existing intervening tree cover. Even in the most open views, the distant presence of the EfW CHP Facility, increased slightly by the periodic presence of the plume, is unlikely to be of a scale that would have a characterising influence and the character, key characteristics and qualities such as the relatively strong sense of tranquillity would not be changed.
		Operation	Very Low	Negligible Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
E3: Wiggshall St. Mary The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Very Low	Negligible – Not Significant	Potential intervisibility with the elevated construction activities and subsequent chimneys and main building of the operational EfW CHP Facility could occur from within a large proportion of the LCA. However, at distances in excess of 10km, these elevated components would be small-scale distant features potentially glimpsed on the horizon but typically screened by existing vegetation in the foreground and middle ground. In the most open views, the cranes and chimneys would represent an incremental vertical element above the horizon, beyond any foreground communications poles and mid ground steel lattice pylons which cross the intervening landscape and hence would have limited characterising role upon the character and key characteristics of this LCA.
		Operation	Very Low	Negligible – Not Significant	
E4: Marshland St. James The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Low	Minor – Not Significant	Potential intervisibility between the elevated construction activities and subsequent chimneys and main building of the operational EfW CHP Facility from within a high proportion of this LCA at a minimum separation distance of ~6km. These would become small-scale minor elements above a narrow section of the north-western or westerly horizon from within areas of the LCA where there is limited existing fore or mid ground vegetation, where they would typically have an incremental (with the steel lattice pylons) vertical contrast with the horizontal fenland landscape. The Proposed Development would not be of a scale that would alter the baseline “ <i>Very strong sense of tranquillity</i> ” ²³ and high level of remoteness present within this largely unsettled landscape. From other parts of the LCA, the Proposed Development would be screened by existing vegetation as demonstrated in Figure 9.40 for Viewpoint 24.
		Operation	Low	Minor – Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
E5: Downham West The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Very Low	Negligible – Not Significant	The tallest construction activities and subsequent chimneys and main building of the operational EfW CHP Facility could have a visual presence above a narrow proportion of the north-western horizon from within a large proportion of this LCA. This would represent an incremental vertical element beyond the closer and more prominent steel lattice pylons which cross the intervening LCA E4 to the west. The very small scale of the Proposed Development at distances in excess of 12km would result in restricted visibility due to screening from existing mid-ground vegetation. Consequently, the Proposed Development would have a very limited characterising influence upon the character and key characteristics of this LCA and it would not undermine existing moderate to high perceptions of tranquillity and remoteness present away from the A1122.
		Operation	Very Low	Negligible – Not Significant	
E6: Hilgay Fen The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	High	Construction	Very Low	Minor – Not Significant	Potential Intervisibility with tallest construction activities and subsequent chimneys and main building of the operational EfW CHP Facility from within a moderate proportion of this LCA, primarily concentrated across Upwell Fen to the north-west of the Old Bedford River. The Proposed Development would have a very small-scale visual presence above a narrow section of the north-western horizon at distances in excess of 11.5km and would be typically screened by existing mid-ground tree cover as evidenced in Figure 9.44: Viewpoint 28: Welney Wildlife Trust Visitor Centre for Viewpoint 28. Whilst the periodic plume may slightly emphasise the distant presence of the EFW CHP Facility, the development would not be of a scale that would have a characterising influence upon LCA E6 nor would it alter the “ <i>strong sense of remoteness and tranquillity</i> ” ²³ present within this landscape.
		Operation	Very Low	Minor – Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
E7: Welney River The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Very Low	Negligible Not Significant	Elevated construction activities and the subsequent chimneys and main building of the operational EfW CHP Facility may have a visual presence from within a large proportion of LCA E7 at a minimum separation distance of ~9km. The Proposed Development would become a minor vertical element above a narrow section of the north-western horizon that would be often screened by existing intervening mid-ground tree cover. Whilst the periodic plume may slightly emphasise the distant presence of the EfW CHP Facility, the development would not be of a scale that would have a characterising influence upon the character and key characteristics of LCA E7 nor would it alter baseline perceptions of tranquillity and remoteness.
		Operation	Very Low	Negligible Not Significant	
E8: Denver Sluice The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	No change	No Effect	The distant presence of elevated construction activities would be too small in scale to have any characterising role upon the character and key characteristics of this LCA at a minimum separation distance of ~14.5km. The chimneys and main building of the operational EfW CHP Facility would potentially be visible above a narrow section of the north-western horizon from within a fragmented proportion of this LCA. The distant presence of the Proposed Development, increased slightly by the periodic presence of the plume, is unlikely to be of a scale that would have a characterising influence upon the character and key characteristics of LCA E8 nor would it alter the baseline moderate levels of perceptual qualities relating to tranquillity and remoteness.
		Operation	Very Low	Negligible Not Significant	
H1: Stow Bardolph The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	No change	No Effect	The distant presence of elevated construction activities would be too small in scale to have any characterising role upon the character and key characteristics of this LCA at a minimum separation distance of ~15km. The chimney and the upper section of the main building of the operational EfW CHP Facility would potentially be visible above a narrow section of the western horizon from within a moderate proportion of this LCA. The very small scale of the EfW CHP Facility results in an



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Negligible – Not Significant	increased susceptibility to screening by fore or mid-ground tree cover as evidenced in Figure 9.45: Viewpoint 29: NCR 11 / St. Peter's Road, Watlington for Viewpoint 29. Even in the most open views, the distant presence of the EfW CHP Facility, increased slightly by the periodic presence of the plume, is unlikely to be of a scale that would have a characterising influence and the character, key characteristics and perceptual qualities such as the strong to moderate sense of tranquillity would not be changed.
LCT: Peaty Fens The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Very Low	Negligible – Not Significant	The elevated construction activities and subsequent chimneys and main building of the operational EfW CHP Facility could have a visual presence above a narrow section of the south-eastern horizon at a minimum separation distance of ~7.7km. Where visible, these overtly man-made components, increased slightly by the periodic presence of the plume, would form an incremental small-scale visual contrast (with the pylons which cross the eastern part of the LCT) in outward views towards a “ <i>largely uninterrupted skyline</i> ” ²³ with a corresponding, but very small-scale effect, upon the moderate to strong perceptions of remoteness and tranquillity.
		Operation	Low	Minor – Not Significant	
LCT: Settled Fens The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Low	Construction	Very Low	Negligible – Not Significant	This is a busy LCT which already contains a higher proportion of large-scale vertical infrastructure (pylons, power station and wind turbines) and lower levels of tranquillity and remoteness. The distant and very small-scale presence of the elevated construction activities and subsequent chimneys and main building of the operational EfW CHP Facility above a narrow section of the southern or south-eastern horizon would have limited characterising influence upon this LCT, typically across



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Negligible – Not Significant	the less settled western part of the LCT which share characteristics which are more in common with the neighbouring Peaty Fens LCT, with the distant visual presence of the EfW CHP Facility having no characterising role from around Sutton Bridge, Long Sutton and Tyde St Mary where perceptual qualities are already influenced by higher levels of activity and existing built development and vertical infrastructure. Figure 9.43: Viewpoint 27: Nene Way on the southern edge of Sutton Bridge on A17 from Viewpoint 27 indicates the small scale of the EfW CHP Facility that would be typically screened by even limited existing vegetation in the fore- or middle ground.
LCA: 4 - Peterborough Fens The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	Very Low	Negligible – Not Significant	The elevated construction activities and subsequent chimneys and main building of the operational EfW CHP Facility could have a visual presence as minor elements above a narrow section of the eastern/north-eastern horizon in the wide, open panoramic views that characterise this LCA. Where visible, these elements would often be present beyond the closer Wryde Croft wind turbines and overhead line, both of which would have a greater characterising role upon the landscape. Consequently, the distant presence of the Proposed Development at a minimum separation distance of ~12km would be of very limited characterising influence
		Operation	Very Low	Negligible – Not Significant	
Townscape Character Areas					
TCA1: North and South Brink Conservation Area The Proposed Development could give rise to an adverse change to the character and key	Medium	Construction	Low	Minor – Not Significant	The high incidence of built form both within this TCA and the intervening townscape means that there would be no visual or perceptual effects pathways between construction activities and subsequent operational development and the majority of TCA1. The exception is intervisibility with the elevated cranes and construction activities and operational EfW CHP Facility



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
characteristics of the receptor.		Operation	Low	Minor – Not Significant	from within the southern fringes of TCA1 only as demonstrated in Figure 9.23: Viewpoint 7: North Brink at Elgood's Brewery for Viewpoint 7. The perception of time depth could be slightly reduced by the visual presence of cranes and subsequent visual presence of large-scale, contrasting infrastructure of the EfW CHP Facility from within a limited proportion of this TCA. The separation distance and intervening area being entirely urbanised means that the magnitude of change would not exceed low.
TCA2: Wisbech Town Centre Conservation Area The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Low	Construction	No Change	No Effect	A separation distance of ~1.5km between this TCA and the EfW CHP Facility Site allied with the high levels of enclosure and baseline low levels of tranquillity, results in there being very limited potential for visual or perceptual effects pathways between the Proposed Development and TCA2. Hence, there would be no change to the character and key characteristics of this TCA as a consequence of the construction and operation of the EfW CHP Facility to the south, the CHP pipeline to the south-west as well as Options 1 & 2 of the Grid Connection to the east and north-east.
		Operation	No Change	No Effect	
TCA3: Bowthorpe Conservation Area The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Medium	Construction	No Change	No Effect	As illustrated in Figure 9.27: Viewpoint 11: Wisbech Park from Viewpoint 11 within Wisbech Park, the high incidence of built form and tree cover allied with the flat topography means that even the most elevated construction activities and operational components of the EfW CHP Facility to the south, as well as its adjoining CHP Connection and Options 1 & 2 of the Grid Connection to the east and north-east would have no visual presence from within TCA3.
		Operation	No Change	No Effect	
TCA4: Central Pre-Twentieth Century Residential Development	Low	Construction	No Change	No Effect	The intervening flat landscape and prevalence of built form between this TCA and the various components of the Proposed Development results in a highly fragmented and limited distribution of potential intervisibility with the tallest construction



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.		Operation	No Change	No Effect	activities and operational development and a similarly highly limited intervisibility with the Grid Connection. Hence it is unlikely that the EfW CHP Facility to the south-west, the CHP Connection to the south-west and Options 1 & 2 of the Grid Connection to the east and north-east would have any characterising influence upon the character and key characteristics of TCA4.
TCA5: Twentieth Century Residential and Institution Development The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Low	Construction	Low	Negligible – Not Significant	There would be limited intervisibility between the Proposed Development and the majority of TCA6. The exception is from within the south-western parts of the TCA, where the limited separation distance allied with the relatively open grounds of the Thomas Clarkson Academy and the open space at Herons Green provides increased levels of potential intervisibility. The occasional visual presence of the elevated construction activities followed by the operational EfW CHP Facility from within a small proportion of this TCA and the context within which they would be viewed (i.e. beyond an area dominated by established light industry land uses and warehousing) as indicated in the photowire from Viewpoint 4 in Figure 9.20: Viewpoint 4: Northern end of New Drove , has the consequence that the Proposed Development would have limited characterising influence upon the character, key characteristics or perceptual qualities of this TCA.
TCA6: Twenty First Century Riverside Residential Development The Proposed Development could give rise to an adverse change	Low	Construction	Low	Negligible – Not Significant	Elevated works and the subsequent operational chimneys and upper sections of the main buildings of the EfW CHP Facility could potentially have a visual presence from within a proportion of this TCA, typically above the rooftops of the bungalows which are prevalent to the north-east of Weasenham Lane. The intervening area of TCA8 is dominated by medium and large scale industrial and commercial buildings and land-uses and



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
to the character and key characteristics of the receptor.		Operation	Low	Negligible – Not Significant	this context would serve to reduce the visual contrast where outward views are available. The addition of the EfW CHP Facility which is greater in scale than some of the intervening warehouses may emphasise this surrounding land use and contrast slightly with the smaller scale residential land use and urban grain which defines this TCA but is unlikely to fundamentally alter the character or key characteristics of TCA6 or its perceptual qualities.
TCA7: Outlying Residential Areas The Proposed Development could give rise to an adverse change to the character and key characteristics of the receptor.	Low	Construction	Very Low	Negligible – Not Significant	Potential for some partial and fragmented intervisibility with the elevated construction activity and subsequent operational EfW CHP Facility from within open spaces along the southern edge of the TCA. A minimum separation distance of ~700m and the high incidence of screening provided by hedgerows and tree cover, means that the occasional visual presence of cranes or EfW CHP Facility from within a small proportion of this TCA would have a highly limited characterising influence upon the character, key characteristics or perceptual qualities of TCA7. The Grid Connection to the east and north-east would have no characterising influence.
TCA8: Wisbech Retail, Industrial and Commercial Development The Proposed Development could give rise to an adverse change to the character and key	Low	Construction	Low	Negligible – Not Significant	Host TCA for the EfW CHP Facility which would be subject to high levels of activity, plant and a continual series of changes throughout the 36-month construction programme. This would take place within a TCA which is described in Appendix 9D as “...a busy area with frequent traffic...” and where “Low levels of tranquillity from high levels of road traffic along B198, A1101 and the Wisbech Retail Park and extensive high levels of lighting” are recorded as a key characteristic. Hence, the high levels of activity and associated visual and aural disturbance



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
characteristics of the receptor.		Operation	Low	Negligible – Not Significant	would be incremental to existing levels whilst the visual presence of construction activities would have limited influence upon a character which is defined by large scale warehouses and a variety of industrial and commercial land-uses. The operational EfW CHP Facility would become a dominant or prominent built element from within the closest parts of the TCA although this would not represent an uncharacteristic attribute and instead would intensify the role already played by large scale warehousing along the southern edge of this TCA.

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



Table 9.14 Summary of significance of adverse effects: residential visual receptors

Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Residential Properties within 500m of the main building at the EfW CHP Facility					
Rose Bungalow, New Bridge Lane.	High	Construction	Low (Bungalow residents) & Very Low (Caravans' residents)	Moderate & Minor - Not Significant	Residents in the bungalow and caravans to the rear benefit from high levels of screening from boundary hedgerows and fencing reinforced by adjacent and intervening built development. Residents would have views of the upper sections of the main building and chimneys at the EfW CHP Facility from the property's New Bridge Lane frontage and east-facing or north-facing windows, primarily first-floor dormer windows.
		Operation	Low (Bungalow residents) & Very Low (Caravans' residents)	Moderate & Minor - Not Significant	
No.9, New Bridge Lane.	High	Construction	High	Major Significant	- This is the closest property to the EfW CHP Facility Site at its south-west corner. Residents benefit from tall, dense boundary hedgerows and fencing including along the boundary fronting onto New Bridge Lane. However, residents would have at least partial views of many components during the construction phase and subsequently of the operational EfW CHP Facility from east- and north-facing windows. The tallest components: the upper section of the main building and the chimneys, would be likely to be visible from some ground level windows and within parts of the property's curtilage.
		Operation	High	Major Significant	
No.10, New Bridge Lane.	High	Construction	High	Major Significant	- This bungalow is located close to the southern boundary of the EfW CHP Facility Site in a relatively open situation. Residents' northern views into the site would become more open from the commencement of the construction phase with the removal of all or a high proportion of the baseline block of tree and shrub planting which is located on the southern boundary of the EfW CHP Facility Site. Residents would have open views of a proportion of ground



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	High	Major Significant	- and lower-level construction activities, as well as the main and ancillary buildings as they are constructed. In the operational period, the southern elevation of the main and eastern ancillary buildings, including the 90m high chimneys (seen as a single unit) will be the dominant visual element in northern views accompanied by views of the lorry holding area in the southern part of the EfW CHP Facility Site and the new entrance on New Bridge Lane.
Potty Plants Nursery, New Bridge Lane.	High	Construction	Low	Moderate Not Significant	- Despite the relative proximity (minimum separation distance of 250m) of this property to the EfW CHP Facility Site, residents would benefit from a relatively high level of screening from the intervening Cold Store which is 36m high and in the direct line of the residents' sight towards the main building at the EfW CHP Facility. Residents would have residual views of the construction activities and subsequently of the lorry holding area and some smaller ancillary components that would be located within the southern part of the EfW CHP Facility Site. As access is via New Drove, residents would have minimal views accessing and leaving their property. The property has few windows in elevations to provide residents with views, some mature planting in the eastern part of its curtilage, and principal views are likely to be to the south where residents possess an enclosed garden.
		Operation	Low	Moderate Not Significant	-
The Chalet, New Drove.	High	Construction	Very Low	Minor - Not Significant	The property is arranged such that there are few windows on its western side against New Drove which runs close by. Residents' main views are likely to be across the more open fields to the east and south-east. Residents' views from the property's road-side frontage would be substantially screened by a combination of the road-side vegetation and intervening built development at the



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Low	Moderate Not Significant	– industrial and commercial units of Algores Way and Bolness Road. The only visible components would be the upper section of the bunker hall, the boiler house, and chimneys. These components would be moderate scale elements above ~25° of the western horizon in the visual context of numerous other light industrial and commercial buildings and elements including the northern end of the Cold Store i.e. there would be no visual contrast.
Iolanda Bungalow and Kennels, B198, Cromwell Road.	High	Construction	Low	Moderate Not Significant	– Residents in this bungalow reside in a location where their views towards the screened EfW CHP Facility Site are already dominated by several large-scale developments, including the built development in the Wisbech (Belgrave) Retail Park and the often busy, B198 Cromwell Road. The uppermost construction activities would be likely to be visible towards the end of that short-lived phase over a minimum separation distance of over 400m. In
		Operation	Low	Moderate Not Significant	– the subsequent operation phase, the only visible components of the operational EfW CHP Facility would be the upper sections of the boiler house, chimneys and possibly the bunker hall above the section of the developed horizon in the same field of view as the brightly lit McDonald's restaurant and movement and street lighting on Cromwell Road.
Group of southern properties on New Drove.	High	Construction	Very Low	Minor – Not Significant	The coalescence of planting and built development alongside and close to the west and south-west of this section of New Drove will screen residents' potential views from their ground floor windows, the north-western frontages, and the curtilages of the three properties. Any views of the construction activities for upper sections of the chimneys and boiler house at the main building at the EfW CHP Facility and associated crane activities (would be



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor – Not Significant	partial, over a separation distance of at least 470m and in the context of lots of intervening light industrial and warehouse style buildings located off Algores Way and Boleness Road. Subsequently the only visible components of the operational EfW CHP Facility would be the upper sections of the boiler house and the chimneys above a 20° section of the developed south-western horizon, although even these views would be likely to be partly screened by a nearby belt of coniferous trees.
Residents in Caravan Parks south of A47.	High	Construction	Very Low	Minor – Not Significant	Both caravan parks benefit from dense screening along their northern boundaries with the A47; the planting for the closer Oakdale Caravan park is formed by mature conifers. There is also further dense, mature tree cover on the northern side of the relevant sections of the A47. At neither caravan park are the individual caravans orientated to provide their residents with principal views towards the EfW CHP Facility Site to the north. Some residents could potentially have views of the uppermost cranes' activities during the construction phase and subsequently of the chimneys and their periodic plume.
		Operation	Very Low	Minor – Not Significant	
Property at southern end of B198, Cromwell Road.	High	Construction	Low	Moderate – Not Significant	Residents at this large, two storey, house have an open immediate setting onto disused fields which in turn extends to the southern edge of the industrial estate centred on Algores Way. The closest development is the Coveris building so that existing light industrial and commercial buildings are established components in baseline views. Due to the screening from the intervening Coveris building in residents' views towards the EfW CHP Facility Site, no views of ground and lower-level construction activities, and subsequently operational elements and activities would be likely. However, the middle and upper sections of the main building at the EfW CHP Facility and the chimney would be prominent elements in any northern and eastern views available to the residents.
		Operation	Low	Moderate – Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Isolated properties on South Brink, west of B198.	High	Construction	Low	Moderate – Not Significant	<p>There are an estimated five properties located on the eastern side of South Brink between Redmoor Lane and the western end of New Bridge Lane. They have separation distances of between 600m and 930m from the EfW CHP Facility Site. The high level of intervening screening from the large-scale buildings located close to the intervening B198 would have the consequence that this small group of community visual receptors would have no views of any ground or lower-level construction activities. Any potential views of middle and upper-level construction and crane activities could only potentially be available from their east or possible north-facing first floor windows.</p> <p>During the operation phase the upper and sometimes the middle sections of the main building at the EfW CHP Facility and the chimney would be prominent elements in any eastern or sometimes north-eastern views available to the residents from first floor windows. Community visual receptors' views from ground floor internal and external locations would be severely restricted by nearby screening elements.</p>
		Operation	Low	Moderate – Not Significant	
Community visual receptors					
Wisbech – twenty first century properties off Malt Avenue & Abraham Avenue.	High	Construction	Very Low	Minor – Not Significant	<p>Most visual receptors in this community would only ever possess fleeting, glimpsed views of the short-lived, uppermost construction activities and in the subsequent operation phase of the upper sections of the two chimneys, their periodic plumes and, less frequently, the upper section of the boiler house. All receptors' views would be in the context of either the immediate surrounding, recently built, two or three storey residential blocks, or if living in first or second floor residences on the closest, edge of the community, in the visual context of the extensive intervening retail and commercial developments. Any lighting at the EfW CHP Facility would be seen in the context of the high levels of night-time lighting from streetlights and the retail park.</p>
		Operation	Very Low	Minor – Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Wisbech – properties on Oldfield Lane/Hillburn Road/Kingsley Avenue/Victory Road.	High	Construction	Very Low	Minor – Not Significant	Due to separation distances of 900m – 1300m with the intervening area almost entirely used for light industrial, commercial, or residential land-uses, any views of the construction activities for the main building at the EfW CHP Facility Site would be confined to occasional, framed, and glimpsed southern views of the cranes' activities and/or the upper activities at the chimneys and boiler house. The same situation would apply for the subsequent operation phase augmented by potential views of the periodic plume.
		Operation	Very Low	Minor – Not Significant	A very small proportion of these community receptors close to the northern section of the CHP Connection Corridor would be limited potential for views of construction activities for the CHP Connection. This small proportion of community receptors would have even less limited potential for views of the operational CHP pipeline as it would be only ~1.5m high and would be readily screened by existing vegetation alongside the CHP Connection Corridor.
Wisbech – King's Walk Park area to the west of Churchill Road/A1101.	High	Construction	Very Low	Minor – Not Significant	The baseline conditions of high density, built development and flat topography, allied with an intervening minimum separation distance of 1.1km that is mostly occupied by light industrial and warehouse developments, would ensure that no views would be available of any ground, lower- or mid-level construction activities. Occasional views would be available of the uppermost crane and other construction activities, along the limited number of south-west aligned roads for community visual receptors at ground level.
		Operation	Very Low	Minor – Not Significant	Similar views would also be occasionally available from south-facing, first floor windows. In the subsequent operation phase community visual receptors' views of the upper section of the boiler house would be restricted to a few locations on the southern edge of the community and a few south-facing, first floor windows. The upper section of the two chimneys and the periodic plume would be occasionally visible above a narrow section of the south-western horizon where suitable aligned, framed open views are available.



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Wisbech – south of Weasenhan Lane & west of Churchill Road/A1101 (including Heron Road Open Space).	High	Construction	Very Low - Low	Minor to Moderate - Not Significant	A small proportion of the residential properties on the community's southern and western edge face onto the open area of Swillingham Field/Little Boleness Field. These community visual receptors would have the potential to see a higher proportion of the construction activities and subsequently of the eastern elevation of the main building in the operational EFW CHP Facility and some ancillary buildings. Most of this community receptor group benefit from large amounts of screening from nearby and adjacent built development. Consequently, they would have only occasional, partial, filtered and/or framed views of the uppermost construction and crane activities and subsequently of the upper sections of the main building, the chimneys, and the periodic plume. The magnitude of change would vary between No Effect and Low.
		Operation	Very Low - Low	Minor to Moderate - Not Significant	
Wisbech – North Brink & Pocket Park area to northern edge of town.	High	Construction	Very Low	Minor - Not Significant	Over separation distances of 1.5km – 3.0km with built development in central Wisbech intervening, this group of community visual receptors would only have potential views of the uppermost crane and construction activities. Views of the uppermost crane and construction activities would be only very occasionally available where open outward views are available from south-facing, first floor windows, otherwise they would be screened by the combination of nearby built development and tree cover. During the operation phase these screening factors and flat topography would ensure that only a very small proportion of this community visual receptors group would have occasional views of the upper sections of the chimneys and the periodically present plume.
		Operation	Very Low	Minor - Not Significant	
Wisbech – east of River Nene: Town centre to northern edge of town.	High	Construction	Very Low	Minor - Not Significant	Over separation distances of between 1.8km and 3.5km with built development in central Wisbech intervening, this group of community visual receptors would be restricted occasional views of the upper crane activities and, even more infrequently, activities for the upper section of the boiler house. These views would be



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor - Not Significant	more likely from south-facing, first-floor windows than from ground level locations. During the operation phase receptors' views would be likely to be equally restricted with some very occasional views of the two chimneys and the periodically present plume. In these views the chimneys would always be seen in the visual context of extensive, intervening built development in the central Wisbech.
Wisbech – Walsoken & New Walsoken.	High	Construction	No Change	No Effect	Over separation distances of between 2.0km and 3.7km with built development in central Wisbech intervening, these large group of community visual receptors would only have very occasional views of the uppermost construction and crane activities. These would be most likely to be available from appropriately orientated, first floor windows. In the operation phase a similar situation would apply to the upper section of the chimneys and the periodically present plume.
		Operation	Very Low	Minor - Not Significant	Community visual receptors using open spaces and in some properties on the eastern and north-eastern edges of Walsoken and New Walsoken would potentially have some views of the wooden poles that would support the closest section of the operational 132kV Grid Connection (generally only for Option 1). The wooden poles would be minor elements, even in open views. They would be seen in the same field of view as other closer, similar scale poles and equidistant, much taller 400kV pylons and would be highly susceptible to screening
Wisbech – south-eastern Wisbech.	High	Construction	Very Low	Minor - Not Significant	Over separation distances of between 1.2km and 2.1km with built development alongside A1101 and then Algores Lane/New Drove intervening, there would be only potential views of the uppermost construction and crane activities towards the end of the construction phase. These views would be likely to be restricted to community visual receptors who have open outward south-western or western views from their first-floor windows.



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor - Not Significant	During the operation phase the upper section of the two chimneys and the periodic plume would be likely to be visible to a higher proportion of visual receptors either in views from south-west facing first floor windows or from ground level locations where outward views to the south-west are not screened by nearby built development. In open spaces and some properties on the eastern and southern edges of this community, receptors could have views of the poles that would support the closest section of the operational 132kV Grid Connection (Options 1 and 2). However, in the closest and open southern views close to Westmead Avenue, the Grid Connection would be undergrounded. In other open eastern and south-eastern views, over a minimum separation distance of over 400m, the wooden poles would be minor elements even where open views are available to some community visual receptors.
Wisbech –west of River Nene along Barton Road /B1542.	High	Construction	Very Low	Minor - Not Significant	Only the small proportion of community visual receptors residing in the southernmost of the bungalows in this community have the necessary open southern views in the direction of the EfW CHP Facility Site over a separation distance of at least 1km. However, as they reside in bungalows, these receptors do not possess the slightly elevated views that would be available from first-floor windows. The remaining majority of this group of community visual receptors benefit from high levels of screening from mature tree cover. Any views would initially be restricted to the uppermost crane and construction activities towards the end of the construction phase. In the operation phase they would be limited to occasional views of the top of the boiler house and in particular the upper sections of the two chimneys and the periodic plume visible above the horizon in southern views.
		Operation	Very Low	Minor - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Begdale area.	High	Construction	Low	Moderate Not Significant	- It is likely that vegetation alongside the A47 would screen this group of community visual receptors' views of the ground and lower-level construction activities at the EfW CHP Facility. Mid- and upper-level construction activities plus periodic crane activities would be seen above this intervening screening, to the immediate left-hand side of the Cold Store. The cranes would have a similar height as telephone and electricity distribution poles in the middle distance.
		Operation	Low	Moderate Significant	- In the operation phase the main building at the EfW CHP Facility would be only marginally taller than the adjacent Cold Store, would possess similar scale and mass. However, the two 90m high chimneys would be the tallest elements in these receptors' northern views and would act as a focal point. Their visual role would be exacerbated when the plume would be periodically visible.
Elm – north of Begdale Road.	High	Construction	Low	Moderate Not Significant	- Over a minimum separation distance of 1.3km this group of community visual receptors' views of the construction activities would be almost exclusively limited to the small proportion of the receptors in properties that provide them with full or partial views to the north-west. All ground and lower-level construction activities would be screened by the vegetation alongside the A47, whilst mid-level activities on the main building at the EfW CHP Facility would usually be screened by the 36m high Cold Store. Hence the residual, visible construction activities would be restricted to the



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Low	Moderate - Not Significant	uppermost activities which would be confined the latter part of the construction phase. During the operation phase the EfW CHP Facility and the closer, aligned Cold Store would be visually interpreted as belonging to a single development possessing similarity in mass, height, scale, form, and surface appearance. Hence the EfW CHP Facility would be an incremental change as opposed to an unprecedented change in a view. The chimneys and their periodic plumes would potentially act as a focal point due to their vertical form, but once again the closer and taller lattice pylons already perform a similar visual role in this community receptor group's north-western views.
Elm – south of Begdale Road.	High	Construction	No Change	No Effect	The uppermost crane and construction activities and subsequently the top of the chimneys would only potentially be visible in north-western views to a very small proportion of visual receptors within this community. Although the periodic plume could be visible to slightly more visual receptors, but over separation distances of 1.7km to 2.4km, its visual role would be severely limited. The wooden poles at the closest section of the 132kV Grid Connections (Options 1 & 2) would not be visible.
		Operation	Very Low	Minor – Not Significant	
Friday Bridge area.	High	Construction	No Change	No Effect	This community receptor groups' northern views from properties at the western end of the settlement are screened by three nearby narrow belts of trees, two of which are coniferous. Any views available to visual receptors would be confined to oblique views of the uppermost construction and crane activities and subsequently the tops of the chimneys at the EfW CHP Facility Site. These views would only be available from west-facing, first-floor windows in two storey properties on the western side of B1101. These oblique views would be over separation distances of 2.6km to 3.2km. A very large proportion of community visual receptors in Friday Bridge would have no views, hence the aggregate assessment is that there would be no effect.
		Operation	Very Low	Minor – Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Emneth – west.	High	Construction	Very Low	Minor - Not Significant	Over separation distances of between 2.7km and 3.7km the uppermost crane and construction activities and subsequently the uppermost part of the main building and chimneys at the EfW CHP Facility would be minor elements seen above intervening tree cover and/or rooflines of built development in eastern Elm. Any visibility of these visual elements and the periodic plume would be dependent upon the availability of open, middle distance, north-western views. These would be most likely to be available from first-floor, north- or west-facing windows in residential properties: circumstance that would apply to only a very small proportion of community visual receptors on this part of Emneth.
		Operation	Very Low	Minor - Not Significant	
Emneth – east.	High	Construction	No Change	No Effect	Reference to the ZTVs in Figures 9.2i: EfW CHP ZTV within 5km of red line boundary for main EfW building in the EfW CHP Facility, & 9.3i: Chimney ZTV within 5km shows that in ZTVs analogous with the upper construction activities and the crane activities coverage is almost completely absent across this community. Over a minimum separation distance of 4.8km, occasional views of the upper section of the chimneys and the periodic plume would be available to just a small proportion of visual receptors with elevated, open, north-western views.
		Operation	Very Low	Minor - Not Significant	
Chequers Corner/Marshland James area.	High	Construction	Very Low	Minor - Not Significant	Although they could be potentially visible to visual receptors across a moderate proportion of this sprawling community, the upper construction activities and the crane activities at the EfW CHP Facility Site would be seen above a narrow section of the western horizon over separation distances of 4.2 km to 8.5 km. They would be minor elements available views that nearly always contain existing vertical elements, usually closer telegraph or electricity distribution network poles. A similar situation would apply in the operation phase: the proportion of the EfW CHP Facility that would be visible would vary, but it would be seen in the same part of the view as the Cold Store. The closest wooden poles in the 132kV Grid Connection (Options 1 & 2) would be almost indiscernible visual elements, even when not screened by intervening vegetation.
		Operation	Very Low	Minor - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
The Smeeth/ St. John Fen End area.	High	Construction	No Change	No Effect	Over separation distances of at least 8.5km, relatively limited nearby and intervening vegetation cover would be sufficient to provide effective screening in all seasons. Where middle and long distance views are available to the south-west, even the uppermost construction activities at the EfW CHP Facility Site would be difficult to pick out in casual views. In the operation phase the tops of the chimneys and the periodic plume would have a minimal visual role.
		Operation	Very Low	Minor - Not Significant	
Terrington John/Tilney Lawrence area.	High	Construction	No Change	No Effect	Over a minimum separation distance of 9.6km, the limited nearby and intervening vegetation cover is sufficient to provide effective screening in all seasons. Where middle and long distance views to the south-west are available within this community, they do not extend sufficiently far to enable visual receptors to pick out crane activity on the far side of Wisbech. Nevertheless, in the operation phase the minimal visual role of the upper sections of the chimneys could be slightly augmented by the periodic presence of the plume.
		Operation	Very Low	Minor - Not Significant	
Walpole Highway area.	High	Construction	Very Low	Minor - Not Significant	Over a minimum separation distance of 8.0km, community visual receptors in properties and open spaces in the main settlement would be highly unlikely to have any views of even the most elevated construction activities at the EfW CHP Facility Site just above a narrow section of the south-western horizon. Cranes would be very susceptible to screening by even limited tree cover and seen in the visual context of the much closer and taller 400kV pylons. The minimal visual role that would be played by the tops of the chimneys when infrequently visible, could be increased by the periodic presence of the plume. The closest section of the 132kV Grid Connection (Option 1) would not be visible to visual receptors in any part of this community
		Operation	Very Low	Minor - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Walton Highway area.	High	Construction	Low	Moderate - Not Significant	Over a minimum separation distance of 5.7 km, visual receptors in properties and open spaces in the main settlement with open south-western views could only have occasional views of the most elevated construction activities at the EfW CHP Facility Site just above a narrow section of the south-western horizon. Intervisibility would be restricted by existing intervening vegetation cover. Some visual receptors would have views of the construction compound for the 132kV Grid Connection (Option 1) which, for ~6 months, would be located ~800m south of the centre of the main settlement. In the operation phase the scale of the chimneys would be very small compared with both the 400kV pylons and 132kV poles. The chimneys would be typically screened by existing intervening tree cover. The wooden poles require for Option 1 of the 132kV Grid Connection would have a limited visual role even in the most open and closest views available to visual receptors in this community
		Operation	Low	Moderate - Not Significant	
West Walton area.	High	Construction	Very Low	Minor - Not Significant	The ZTVs show that any views of the uppermost crane and construction activities would be restricted to the small proportion of visual receptors on the southern edge of West Walton. Over a minimum separation distance of 5.3km construction and crane activities at the EfW CHP Facility Site would only be minor elements in these community visual receptors' views. Construction activities for the 132kV Grid Connection (Option 1) would be potentially possible for a few months but would be likely to be screened. These community visual receptors would have infrequent views of the tops of the chimneys, although their minimal visual role could be slightly augmented by the periodic presence of the plume. The closest section of the 132kV Grid Connection (Option 1) would be routed along the eastern edge of this community. Wooden poles would be seen in the same views as the existing much taller 400kV pylons.
		Operation	Very Low	Minor - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Walpole St. Peter & Walpole St. Andrew area.	High	Construction	Very Low	Minor - Not Significant	Over a minimum separation distance of 9.5km construction and crane activities at the EfW CHP Facility Site would only be very minor elements in these views, highly vulnerable to screening by intervening vegetation. Construction activities for the 132kV Grid Connection (Option 1) would be potentially possible for a few months but with a minimum separation distance of ~2 km would be likely to be screened. These community visual receptors would have infrequent views of the tops of the chimneys, although their minimal visual role could be slightly augmented by the periodic presence of the plume. The closest section of the 132kV Grid Connection (Option 1) to the south-west would be likely to be screened. If visible, its wooden poles would be incremental visual elements, especially in the visual context of the large number of larger and closer pylons in the same views.
		Operation	Very Low	Minor - Not Significant	
Leverington area.	High	Construction	Low	Moderate - Not Significant	There would be few visual receptors in this community with open south-eastern views that would be needed to have views of the uppermost construction and crane activities at the main building at the EfW CHP Facility Site. Where visible over a minimum separation distance of 2.7km, they would form temporary but minor new visual elements above a narrow section of the tree-lined south-eastern horizon and would act as a focal point in these views. Most visual receptors in properties, their curtilages and open spaces in this community would be highly unlikely to have any views. In the operation phase the screening by existing tree cover and/or the high density of nearby built development in an area with flat topography would continue to severely restrict any views of the upper section of the boiler house, and chimneys as well as the periodic plume. Where visible these components of the EfW CHP Facility would provide a visual contrast and focal point.
		Operation	Low	Moderate - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Gorefield area.	High	Construction	Very Low	Minor - Not Significant	Over separation distances of 4.3km to 6.3km, potential views would be limited to community visual receptors located on the southern and eastern edges of the community. However, even in winter months many of these views of the uppermost construction and crane activities at the EfW CHP Facility Site would be heavily filtered by the intervening line of Lombardy poplars. During the operation phase the screening that would continue to be provided by intervening tree cover and/or the high density of nearby built development in an area with flat topography would continue to severely restrict any views of the upper section of the boiler house, chimneys, and periodic plume.
		Operation	Very Low	Minor - Not Significant	
Wisbech St. Mary & Leverington Common.	High	Construction	Very Low	Minor - Not Significant	Over a minimum separation distance of 2.9km, a small number of this group of community visual receptors with the open eastern views will have the potential for views of the upper parts of the cranes during the construction phase. Nevertheless, these activities would be frequently screened by existing intervening tree cover, even in winter months. In the operation phase, ZTVs indicate that only a small proportion of the visual receptors in this community would have any views of the main building at the EfW CHP Facility with these views being confined to its upper section, the chimneys and the periodic plume.
		Operation	Very Low	Minor - Not Significant	
Guyhirn area.	High	Construction	Very Low	Minor - Not Significant	This community extends across the widely dispersed network of residential properties and farm across Wisbech High Fen northward to Murrow and north-east to Wisbech St. Mary. There is potential for the uppermost construction and crane activities at the EfW CHP Facility Site to be visible in open eastern views over separation distances of 5-10km. At these separation distances



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor - Not Significant	views are predicted to be frequently screened by existing intervening tree cover in the fore or middle ground of the views. During the operation phase, the top of the chimneys and the periodic plume would potentially be visible in a proportion of eastern views. However, there are already other vertical elements of a similar scale present in most of the wider eastern views available to visual receptors in this community such as wind turbines and numerous telegraph and electricity wooden poles.
Upwell & Outwell area.	High	Construction	Very Low	Minor - Not Significant	Over a minimum separation distance of 6.4km, a small proportion of visual receptors in this community would have at least partial; views of the uppermost construction and crane activities at the EfW CHP Facility Site. They would be minor elements in their north-western views. Most visual receptors in properties in this community do not possess the required open, long distance views and it is predicted that the construction activities would be predominantly screened by existing intervening tree cover. In the operation phase, ZTVs for the chimneys' tops, and particularly the main building, at the EfW CHP Facility would be very partial, except in the north-western part of the community. Even in the north-western part of the community, visual receptors would only have partial views of the uppermost components behind the closer Cold Store. The EfW CHP Facility and the Cold Store would appear as a single, distant development.
		Operation	Very Low	Minor - Not Significant	
Wiggenhall St. Mary Magdalen, St. Germans and Watlington area.	High	Construction	No Change	No Effect	Over separation distances of 14-17km the short-lived, uppermost construction and crane activities would be difficult for visual receptors to pick out low above the western horizon and frequently screened by existing intervening vegetation. The main building and the chimney at the EfW CHP Facility would be almost always screened in visual receptors' long distance, western views. Over separation distances of more than 14 km, any periodic potential views of the plume would still result in no effects.
		Operation	No Change	No Effect	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Terrington St. Clement area.	High	Construction	No Change	No Effect	Over separation distances of 15-17km, even in open south-western views available to a proportion of the community's visual receptors, the short-lived, uppermost construction and crane activities would be difficult to identify in casual views. In most views there is sufficient coalescing tree cover in the middle distance to screen any views of the main building and the chimney at the EFW CHP Facility would be almost always screened in visual receptors' long distance, western views as evidence by the very fragmented ZTV across this community. Over separation distances of more than 15km, any periodic potential views of the plume would still result in no effects.
		Operation	No Change	No Effect	
Sutton Bridge area.	High	Construction	No Change	No Effect	Over separation distances of 14-17km potential views would be confined to the small proportion of visual receptors located on the southern edge of this settlement and surrounding area. Even in open southern views, the short-lived, uppermost construction and crane activities at the EFW CHP Facility Site would be difficult to identify in casual views and they would be to screening from even limited vegetation in the fore- or middle ground in such views. In the operation phase when the chimneys and periodic plume could be visible to some of the visual receptors in this community, there are numerous other closer vertical elements in the baseline view such as the seven turbines at the Grange Wind Farm and the chimneys at Sutton Bridge Power Station.
		Operation	No Change	No Effect	
Tydd St. Mary & St. Giles area.	High	Construction	Very Low	Minor - Not Significant	Any potential views over separation distances of 9-11km would be confined to the small proportion of visual receptors located this extensive community. Although some visual receptors' southern and south-eastern views are relatively open and long distance, these views already contain numerous pylons including 400kV pylons. Occasional views of crane activities at the EFW CHP Facility Site would be a minor visual element. A similar situation would arise with the occasional limited views of the tops of the chimneys and the periodic plume low above a narrow section of the horizon.
		Operation	Very Low	Minor - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Parson Drove & Murrow area.	High	Construction	Very Low	Minor - Not Significant	Over separation distances of 7km – 9km, visual receptors in open locations on the edge or outside of the two settlements would potentially have limited views of the most elevated but short-lived construction and cranes activities at the EfW CHP Facility Site seen low above the eastern horizon with very limited tree cover for screening. Limited views of the top of the chimneys and a periodic plume low above a narrow section of the eastern horizon in the context of extensive views in more than one direction could only result in a small proportion of the community's visual receptors' sustaining a very low magnitude of change.
		Operation	Very Low	Minor - Not Significant	
East of Thorney area.	High	Construction	No Change	No Effect	Over separation distances of at least 15km, if visual receptors in this dispersed community do have the required open, long distance, eastern views, the most elevated, short-lived, construction and crane activities at the EfW CHP Facility Site would be difficult to pick out in casual views. The chimneys and the periodic plume would be minor visual elements low on the horizon. However, if there are no other suitable intervening screening elements, they could be discernible in favourable weather conditions.
		Operation	Very Low	Minor - Not Significant	
March area.	High	Construction	Very Low	Minor - Not Significant	Over a minimum separation distance of 7km, a proportion of this community's visual receptors on the edge of the town could have views of the short-lived, uppermost construction and crane activities at the EfW CHP Facility Site. These activities would be minor elements, especially in receptors' views where the closer turbines at Coldham/Coldham Extension and Stags Holt Wind Farms are in the same field of view. In the operation phase, the chimney tops and the periodic plume would only provide a limited presence in the views of a small proportion of this community's visual receptors.
		Operation	Very Low	Minor - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Downham Market area.	High	Construction	No Change	No Effect	Over a minimum separation distance of 14.5km, the short-lived, uppermost construction and crane activities at the EfW CHP Facility Site would be likely to be screened. If views are available, they would be minor elements in visual receptors extensive views and would be lower than the closer 400kV pylons. In the operation phase, there would be limited potential for some visual receptors, principally the small proportion in the western part of the community around Stow Bardolph Fen, to see the periodic plume above a narrow section of western horizon in their extensive, very open views in this direction.
		Operation	Very Low	Minor - Not Significant	

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



Table 9.15 Summary of significance of adverse effects: recreational visual receptors

Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Regionally Promoted Routes					
Nene Way – south of Wisbech.	High	Construction	Low	Moderate Significant	- The assessment primarily applies to recreational travelling northwards as for receptors travelling southwards the EfW CHP Facility will be 'behind them' for all but 1.5km of the 19.3km long section of the Nene Way. When travelling northwards recreational visual receptors theoretically have almost constant views of the more elevated construction and crane activities at the main building of the EfW CHP Facility over varying separation distances. Along the closest subsection of the Way, the intervening, large-scale built development close to the B198 would screen views of all the construction activities and all but the tops of the chimneys. However, in views from some other relatively close subsections, recreational visual receptors would have views of the short-lived, uppermost construction activities, and subsequently, of the upper sections of the main building at the EfW CHP Facility, the chimneys, and the periodic plume. When travelling along the more distant, western subsections of the Way to the west of Guyhirn, the scale of any activities or components visible above a narrow section of the horizon would either make them susceptible to screening by nearby tree cover, or else ensure that they would have only a minor role in extensive views.
		Operation	Low	Moderate Significant	
Nene Way – north of Wisbech.	High	Construction	Very Low	Minor - Not Significant	Southbound recreational visual receptors theoretically would have almost constant views of the more elevated construction and crane activities and subsequently the top of the chimneys at the main building of the EfW CHP Facility Site until entering the north of Wisbech when the density of built development ensures that recreational visual receptors would have no views along the



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Low	Moderate – Not Significant	closest ~1.7 km of the Way. Along the preceding ~14km of the Way, receptors would potentially have consistent views of the most elevated construction and operation activities and components. However, along the more distant northern subsection their visual role would be reduced by the separation distances and the role played by other, closer, and apparently taller vertical elements such as lattice pylons.
Hereward Way.	High	Construction	Very Low	Minor - Not Significant	At their closest point alongside the Coldham/Coldham Extension and Stags Holt Wind Farms north-east of March, recreational visual receptors would be 7.8 km to the south of the EfW CHP Facility Site. On the limited occasions where uninterrupted, open, long distance northern views are available to recreational receptors, the cranes and subsequently the chimneys and upper section of the EfW CHP Facility would be minor elements even in views from the closest subsection. In addition, in these views from the closest subsection, the cranes, main building and chimneys would always be seen in the same field of view as the much closer and taller wind turbines.
		Operation	Very Low	Minor - Not Significant	
Fen Rivers Way/Ouse Valley Way.	High	Construction	No Change	No Effect	At a minimum separation distance of 14.5km the uppermost, short-lived construction activities and subsequently the top of the EfW CHP Facility and its chimneys would be intermittent and susceptible to screening by appropriately located small areas of tree cover and tall vegetation. When uninterrupted, open, long distance western views are available to recreational receptors, these components and the periodic plume would be minor elements. They would always be highly susceptible to screening by even very limited, nearby and intervening tree cover.
		Operation	Very Low	Minor - Not Significant	
Nationally Promoted Cycle Routes					
Sustrans NCR 1 – east of Wisbech.	High	Construction	Very Low	Minor - Not Significant	The convoluted route of the section of NCR 1 between King's Lynn and Wisbech follows minor roads and droves through the



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor - Not Significant	flat, open landscape of the north-eastern quadrant of the LVIA study area. When cycling along the closest subsection in Wisbech, recreational visual receptors' southern views towards the EfW CHP Facility Site would always be screened by nearby and intervening built development. When cycling along the more distant subsections routed through rural areas, as with other receptor groups, views would always be restricted to the most elevated construction activities and operational components. These would be minor elements in extensive views which frequently include many poles, and pylons and would be susceptible to screening by even limited amounts of appropriately located tree cover. Recreational receptors' cycling along this section of the Route would pass underneath the 132kV Grid Connection (Option 1) between Walton Highway and West Walton. However, views of wooden poles would be short-lived. They would only be moderately intrusive visual elements in the visual context of the proximity of other intrusive elements on the edges of these settlements and the pylons at the two 400kV overhead lines that would be crossed in the same couple of kilometres of the Route.
Sustrans NCR 1 – north-west of Wisbech.	High	Construction	Very Low	Minor - Not Significant	The twisting route of the section of NCR 1 between Holbeach and Wisbech follows minor roads through the flat landscape of the north-western quadrant of the LVIA study area. When cycling along the closest subsection in Wisbech, recreational visual receptors' southern views towards the EfW CHP Facility Site would always be screened by nearby and intervening built



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor - Not Significant	development. When cycling along the more distant subsections routed through rural areas, as with other receptor groups, views would always be restricted to the most elevated construction activities and operational components. These would be minor elements in extensive views which frequently include many poles, pylons and sometime turbines and would be susceptible to screening by even limited amounts of appropriately located tree cover.
Sustrans NCR 63.	High	Construction	Very Low	Minor - Not Significant	NCR 63 traverses the south-western quadrant of the LVIA study area following a twisting route on minor roads from Whittlesey to March then drove roads to the southern part of Wisbech via Begdale and north-western Elm and into Wisbech. The magnitude of change for all phases would vary from very low or no effect on some more distant subsections to moderate for the brief subsections routed along the open Begdale Road. Despite this short-lived subsection where significant effects would be briefly experienced, along the entire section of NCR 63 recreational receptors would sustain a Very Low magnitude of change.
		Operation	Very Low	Minor - Not Significant	
Sustrans NCR 11 – northern section (Ten Mile Bank/Downham Market/King’s Lynn.	High	Construction	No Change	No Effect	This ~18km long section of NCR 11 is routed on the eastern edge of the LVIA study area and is therefore at least 16 km from the EfW CHP Facility. Recreational receptors cycling would be highly unlikely to be able to discern the cranes and subsequently the tops of the chimneys and the periodic plume in transient, oblique views in which other closer, and apparently larger, vertical elements are also frequently visible.
		Operation	No Change	No Effect	
Tourist & Visitor Attractions					
Peckover House and Garden.	High	Construction	No Change	No Effect	Over a minimum separation distance of 1.6km, the screening that is provided by the intervening built development in western Wisbech, especially on South Brink, would be sufficient to



Receptor and summary of potential effects	and potential	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
			Operation	No Change	No Effect	prevent any views of the uppermost crane and construction activities and subsequently of the chimneys and the periodic plume.
Elgood's Gardens.	Brewery	High	Construction	No Change	No Effect	Recreational visual receptors visiting the Brewery Garden benefit from a much greater level of screening by the Brewery's buildings and the large number of mature trees within the Garden than receptors on the adjacent Nene Way/North Brink. Any view of the uppermost crane and construction activities and subsequently of the chimneys and periodic plumes that could be available from the more open parts of the Garden would be heavily filtered.
			Operation	Very Low	Minor- Significant	
Walpole Water Garden.		High	Construction	No Change	No Effect	As the Gardens are sited in an enclosed location in the middle of the settlement of Walpole with a minimum separation distance to the EfW CHP Facility Site of 10km, visitors would have no potential views of any construction activities nor the tallest operational components.
			Operation	No Change	No Effect	
WWT Welney Wetland Centre.		High	Construction	No Change	No Effect	As the Wetland Centre is mostly located at a low elevation between levees or embankments outward views are rarely available to visitors and over a separation distance of ~15 km to the EfW CHP Facility Site, the uppermost construction activities and subsequent tallest operational components, including the chimneys, would require favourable weather conditions to be discernible in casual views.
			Operation	Very Low	Minor- Significant	
Nene Washes Nature Reserve, Eldernell.		High	Construction	Very Low	Minor- Significant	Although the Nature Reserve is located at a low elevation outward views to the north-east are exceptionally open, but over a separation distance of ~16.5km to the EfW CHP Facility Site the uppermost construction activities and subsequent tallest operational components, including the chimneys, would require favourable weather conditions to be discernible in casual views.
			Operation	Very Low	Minor- Significant	



Receptor and summary of potential effects	and potential	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Rings End Local Nature Reserve	Local	High	Construction	Very Low	Minor- Not Significant	The crane activities and subsequent 90m high chimneys and the periodic plume would be visible as small-scale elements in any open north-eastern views available to visitors.
			Operation	Very Low	Minor- Not Significant	
Public Rights of Way (Individual and networks numbered as per Figure 9.13)						
1) Halfpenny Lane (Elm – northern end of New Drove).		High	Construction	Medium	Major Significant	- Over a minimum separation distance of 800m, a combination of the intervening screening vegetation and the Cold Store would screen views of all the ground and lower-level construction activities. As the construction progresses the principal components at the EFW CHP Facility will become visible above the intervening vegetation, and for some built components at the main building, eventually above the Cold Store. At least a proportion of the crane activities will be visible for most of the construction period. These elements will be above the horizon in an angle of view of 15-20° alongside or behind the Cold Store. In the operation period, as well as the middle and upper parts of the EFW CHP Facility being a prominent visual element seen alongside the Cold Store, the 90m high chimneys and periodic plume would 'draw the eye' of these recreational receptors. However, receptors would have no views of any ground or lower-level components, plant movements, the CHP Connection or, in the opposite eastern direction, of the 132kV Grid Connection (Options 1 & 2).
			Operation	Medium	Major Significant	
2) PRowS west of Begdale: Bank/Narrow Drove/Broad Drove.	west of Crooked	High	Construction	Low	Moderate - Not Significant	Over separation distances of 1.0 -2.9km, the middle-and upper-level construction and crane activities would be visible above a narrow section of the horizon in receptors' north-western views. They would be seen alongside the Cold Store and vehicular movement along A47. All lower-and ground level construction activities and plant movement would be screened. In the



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Low	Moderate - Not Significant	operation phase, the upper parts of the main building at the EfW CHP Facility and the chimneys would be readily visible and act as a focal point. However, the chimneys would not be a major contrast in the context of views in which vertical elements are established components. Recreational receptors would have no views of operational ground and lower-level activities or components.
3) PRow Elm- Collett's Bridge.	High	Construction	Very Low	Minor - Not Significant	The trees allied with high levels of nearby built development in Elm would filter some views and over separation distances of 1.8 km – 2.7km limited views of the uppermost construction activities and then the top of the EfW CHP Facility main building and its chimneys over rooftops of properties in Elm and through tree cover in this part of Elm would result in highly limited views for northbound recreational receptors (and views for southbound receptors).
		Operation	Very Low	Minor - Not Significant	
4) PRow north of Emneth (Gray's Lane, Mill Road & north of Wilkin's Road).	High	Construction	Very Low	Minor - Not Significant	Over separation distances of 2.6km – 3.5km, when using open sections of these routes, recreational receptors would have some views of the uppermost construction and crane activities, and subsequently the top of the EfW CHP Facility main building and its chimneys above a narrow section of western horizon which is formed by intervening tree cover. The upper section of the Cold Store would provide additional screening or be seen alongside these elements. There would be potential views of the short-lived construction activities for either Option 1 or Option 2 of the 132kV Grid Connection. However, these small-scale activities would be comparable to seasonal agricultural activities and would not be uncharacteristic components of walkers' views. The wooden poles supporting Options 1 or 2 would be minor elements in receptors' western views, often screened by nearby tree cover and where visible would be viewed in the context of other vertical elements,
		Operation	Very Low	Minor - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
5) PRowS Stow Lane & east of Meadowgate Lane, eastern Wisbech.	High	Construction	Very Low	Minor - Not Significant	Any partial views briefly available to recreational receptors would be above swathes of built development across southern Wisbech. This development would screen all ground, lower- and middle level construction activities. There would be potential views of the short-lived construction activities for either Option 1 or Option 2 of the 132kV Grid Connection. However, these small-scale activities would be over separation distances of 800m – 1500m and as such would be easily screened and barely discernible. There would be some potential for periodic, glimpsed views of the upper section of the chimneys and any potential periodic plume over a minimum separation distance of more than 2.0km. The wooden poles supporting Option 1 would be minor elements in receptors' eastern views in the context of other vertical elements, including 400kV pylons. Under Option 2 poles would finish further to the south-east and would be even smaller visual elements and would be more susceptible to screening.
		Operation	Very Low	Minor - Not Significant	
6) Network of Other Routes with Public Access – Drovers between Walton Highway and Marshland St. James.	High	Construction	Very Low	Minor - Not Significant	Recreational receptors using this remote network would have periodic views of the short-lived, uppermost construction and crane activities and subsequently the top of the EfW CHP Facility main building and its chimneys low above a narrow section of the south-western horizon. The Proposed Development would be frequently screened by existing intervening vegetation cover and even where partially visible, over a minimum separation distance of approximately 5km, the Proposed Development would be perceived as small-scale visual elements. There would be potential views of the short-lived construction activities and subsequently of the wooden poles for Option 1 of the 132kV Grid Connection. However, these small-scale activities and elements would be over separation distances of at least 2km. There would be no views of Option 2 of the Grid Connection.
		Operation	Very Low	Minor - Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
7) Network of Other Routes with Public Access – Drovers between West Walton and Ingleborough.	High	Construction	Very Low	Minor - Not Significant	Recreational receptors using this remote network would have periodic views of the short-lived, uppermost construction and crane activities and subsequently the top of the EfW CHP Facility main building and its chimneys low above a narrow section of the south-western horizon. The Proposed Development would be frequently screened by intervening vegetation cover and even where not screened, at a minimum separation distance of approximately 5.6km, the Proposed Development would be perceived as small-scale elements in any views. There would be potential views of the short-lived construction activities and subsequently of the wooden poles for Option 1 of the 132kV Grid Connection. These activities and elements would be over separation distances of 700m - 1.8km to the east would relatively small-scale activities in the context of an intensely farmed arable landscape. The subsequent wooden poles would be moderate components in close distance views, but their visual role would rapidly decline in recreational receptors' eastern views from the more distant central and western PRow's in this network. There would be no views of Option 2 of the Grid Connection.
		Operation	Very Low	Minor - Not Significant	
8) Network of Other Routes with Public Access between Walsoken and West Walton.	High	Construction	Very Low	Minor - Not Significant	Recreational receptors using this network potentially would have periodic views of the short-lived, uppermost construction and crane activities and subsequently the top of the EfW CHP Facility main building and its chimneys low above a narrow section of the southern horizon. These components would be frequently screened by existing intervening vegetation cover and over a minimum separation distance of approximately 3.8km when not



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor - Not Significant	screened they would be small-scale visual elements. There would be potential views of the short-lived construction activities for Option 1 of the 132kV Grid Connection. However, these small-scale activities and the subsequent wooden poles would be over separation distances of at least 1km to the east and would small-scale elements in the context of an intensely farmed arable landscape. There would be no views of Option 2 of the Grid Connection.
9) PRow 'The Still' south of Leverington.	High	Construction	Low	Moderate - Not Significant	With separation distances of 1.8km to 2.8km, these recreational receptors move across an open, agricultural landscape and for the potentially affected southbound receptors, the middle distance, flat, treelined horizon in their view is periodically broken by built development within and on the western edge of Wisbech. There would be sufficient screening to ensure that they would have no views of ground and lower-level construction activities. The middle and upper construction and crane activities taking place toward the end of the construction period would be visible above a narrow section of the south-eastern horizon. The operational EfW CHP Facility would form a focal point low above a short section of the south-eastern horizon seen above the intervening vegetation that would screen all lower operational components and plant movement. Although it would be the largest built development in southbound recreational receptors' views, the separation distance and open nature of the view would ensure that the EfW CHP Facility would not be legitimately considered to be out of scale.
		Operation	Low	Moderate - Not Significant	
10) Byways at Leverington Common.	High	Construction	Very Low	Minor - Not Significant	Over a minimum separation distance of 3km, localised screening would be provided by the orchards and plantation that are located adjacent to the northern part of the network as well as by narrow rows of Lombardy poplars in the intervening middle distance. Hence recreational receptors using this network potentially would have periodic views of the short-lived, uppermost construction



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor - Not Significant	and crane activities and subsequently the top of the EfW CHP Facility main building and its chimneys, with occasional views of the upper section of the main building. The main building at the EfW CHP Facility would be frequently screened by intervening vegetation cover, even in winter months, and where discernible the upper section of the chimneys would comprise a minor new built element in the views.
11) Network of Other Routes with Public Access - Pulley's Lane/Elbow Bank/Low Lane at North Level and at Bunkers Hill.	High	Construction	Very Low	Minor - Not Significant	Where they are available over minimum separation distances of more than 6km, views towards the Proposed Development would be punctuated and partly screened by existing intervening tree cover, including orchards and Lombardy poplar field boundaries north-west of Wisbech St. Mary. Recreational visual receptors' views would be limited to the short-lived uppermost construction and cranes activities and subsequently the upper sections of the main building and chimneys at the EfW CHP Facility low above a narrow section of the eastern/south-eastern horizon. Existing vegetation cover in the foreground and middle ground of the views would ensure that visibility of the Proposed Development would not be infrequently available. The chimneys would have the same visual scale and form as closer telephone and electricity distribution poles which are common visual components in these receptors' views.
		Operation	Very Low	Minor - Not Significant	
12) PRowS around Murrow and Thomolas Drove.	High	Construction	Very Low	Minor - Not Significant	Along sections of this PRow network where recreational visual receptors would have completely open views towards southern Wisbech, the short-lived, uppermost crane and construction



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	Very Low	Minor - Not Significant	activities and subsequently the upper sections of the main building at the EfW CHP Facility would be visible as well as the chimneys and the periodic plume. However, over a minimum separation distance of 6km, these would be small-scale elements and frequently screened by existing intervening tree cover, including the locally characteristic belts of Lombardy poplars. The chimneys would potentially draw receptors' eye, but would have the same visual scale and form as closer telephone and electricity distribution poles which are common visual components in receptors' views.

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



Table 9.16 Summary of significance of adverse effects: vehicular visual receptors

Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
A47 eastbound (to Wisbech).	Low	Construction	Low	Negligible Not Significant	– Assuming an average journey speed of 60km per hour receptors travelling east along this 20km long section of A47 would potentially have views for 20 minutes. Eastbound vehicular receptors' views would be almost continuous. However, site visits demonstrate that the A47 possesses enough roadside planting at properties' curtilages and within periodic shelterbelts to break up their transient views. Consistent views of the middle and upper most construction and crane activities would only become available after the junction with South Brink, i.e for ~600m up to the traffic island at the southern end of B198. They would then continue for a further 1km until the EfW CHP Facility Site would be screened by the Cold Store in now oblique view. In the most open, views available for approximately 1.6km, the operational EfW CHP Facility would be the most prominent individual component in these brief, transient views including the possibility of some views of ground level components and plant movement on its southern side. In these views the EfW CHP Facility would always be seen in the context of other extensive built development on the southern edge of Wisbech including the Cold Store. Although a short-lived high magnitude of change would be sustained by receptors on ~1.6km of A47 the overall effect for the full ~20km journey would be not significant.
		Operation	Low	Negligible Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
A47 westbound (to Wisbech).	Low	Construction	Very Low	Negligible Not Significant	– Assuming an average journey speed of 60km per hour receptors travelling west along this 20km long section of A47 would potentially have views for 20 minutes. Westbound vehicular receptors would have frequent views towards the EfW CHP Facility Site. However, site visits demonstrate that several subsections have continuous shelterbelts alongside and/or orchards in adjacent fields that screen or at least heavily filter receptors' south-western views towards the EfW CHP Facility Site. Longer-lasting, consistent views of these activities and components would be likely to only be available to receptors travelling south-west along the closest ~3.5km of the south-westbound A47 i.e for 3-4 minutes on a standard journey. Overall, it is assessed that although receptors would sustain high magnitudes of change along approximately 700m of A47 to immediate south of the EFW CHP Facility, in the overall context of their 20km journey, the effect would be not significant. Consideration has been given to the contribution of both Options of the 132kV Grid Connection. Although a proportion of the wooden poles would be visible in some close distance views, they would be relatively minor, fleeting elements whose ubiquity in receptors' views would be likely to result in their presence not being consciously registered by most vehicular receptors.
		Operation	Low	Negligible Not Significant	
B198 Cromwell Road (south-west of town centre).	Medium	Construction	Very Low	Negligible Not Significant	– Other than its southern-most 600m south of junction with New Bridge Lane, receptors travelling along B198 are travelling through a well-developed urban area. Localised change and constant movement are key established characteristics in receptors' views. Only the uppermost construction and crane activities and subsequently the upper section of the main building and chimneys at the operational EfW CHP Facility could be periodically seen above the roofs of intervening, large-scale, built development. There would be no views of the CHP Connection or any lower level or ground level components.
		Operation	Very Low	Negligible Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion	
B198 (north-east) of town centre.	Medium	Construction	No Change	No Effect	–	The subsection of the northern B198 routed within Wisbech is mostly outside the ZTVs due to nearby built development. Vehicular receptors could have fleeting views of the uppermost construction and crane activities and subsequently the upper section of the main building and chimneys at the operational EfW CHP Facility along the more distant subsection east of Walsoken when south-western views are available between built development.
		Operation	Very Low	Negligible Not Significant		
A1101 south of Wisbech town centre – northbound.	Medium	Construction	Very Low	Negligible Not Significant	–	The A1101's route through settlements has the consequence that it is often on the edge of ZTVs where they become broken. The short-lived, uppermost construction and crane activities and subsequently the upper section of the main building and chimneys at the operational EfW CHP Facility, would only be intermittently visible to these vehicular receptors. When visible they would be relatively small-scale visual elements, even along the closest open subsections of A1101 close to Emneth, (minimum separation distance of 2.3km). As vehicular receptors enter northern Elm and then Wisbech, roadside residential properties and vegetation combine to reduce any potential views to oblique, partial and fleeting views.
		Operation	Very Low	Negligible Not Significant		
A1101 south of Wisbech town centre – southbound.	Medium	Construction	No Change	No Effect	–	Receptors in vehicles that are travelling southwards i.e. leaving Wisbech would only potentially have increasing oblique views towards the EfW CHP Facility Site for 2.3km until they reached A47. Any oblique views of the uppermost construction activities and subsequently of the top of the chimneys at the EfW CHP Facility would be glimpsed and intermittent for receptors travelling in southbound vehicles. When briefly seen over a minimum separation distance of 1.4km, the chimneys, and more infrequently, the upper sections of the main building at the EfW CHP Facility, would have a limited visual role and would be viewed in a busy urban/suburban context.
		Operation	Very Low	Negligible Not Significant		



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
A1101 Long Sutton - Wisbech southbound.	Medium	Construction	Very Low	Negligible Not Significant	– This section of A1101 from A17 west of Sutton Bridge to the centre of Wisbech is 13km long and it can be assumed would take approximately 15 minutes to drive. Southbound vehicular receptors' views would be over separation distances of 3.5km to 13.8km and could only include the uppermost construction and crane activities and subsequently of the top of the chimneys at the EfW CHP Facility. These would always be small-scale components in receptors' southern views and consequently would be susceptible to intermittent but regular screening by the limited tree cover located alongside and close to A1101.
		Operation	Very Low	Negligible Not Significant	
A1122 Downham Market – Outwell.	Medium	Construction	Very Low	Negligible Not Significant	– When traveling along the limited subsections where open north-western views would be occasionally available to westbound vehicular visual receptors, the uppermost construction and crane activities and subsequently of the top of the chimneys at the EfW CHP Facility would be minor components. Views of the Proposed Development would frequently be screened by existing intervening vegetation.
		Operation	Very Low	Negligible Not Significant	
A141 Wimblington – Guyhirn.	Medium	Construction	Very Low	Negligible Not Significant	– Views would only be potentially available to receptors in vehicles travelling north as when travelling in the opposite southern direction, the EfW CHP Facility would be 'behind' the receptor. At the closest part of A141at Guyhirn any views would be over a separation distance of 7.3km. The uppermost construction and crane activities and, subsequently, of the top of the chimneys at the EfW CHP Facility would be minor components, where open views are available noting that visibility is typically restricted by intervening vegetation and especially built development around March.
		Operation	Very Low	Negligible Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
A17.	Low	Construction	No Change	No Effect	– At its closest subsection south of Sutton Bridge to Walpole Cross Key, receptors travelling along A17 would be 13km away from the EfW CHP Facility Site. These separation distances combined with the likely speed of travel along a largely straight 'A' road that only provides receptors with potential transient, oblique views would ensure that any fleeting views of the uppermost construction and crane activities and, subsequently, of the top of the chimneys at the EfW CHP Facility would be minor components that would be unlikely to be noted in receptors' casual views.
		Operation	Very Low	Negligible Not Significant	
B1101 March – Elm.	Medium	Construction	Very Low	Negligible Not Significant	– These vehicular visual receptors would theoretically have almost continuous views of the uppermost construction and crane activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility, however at a minimum separation distance of 4km the Proposed Development would be perceived as small scale elements. These views would become heavily screened and intermittent when travelling along the northern subsection through Friday Bridge and Elm due to adjacent built development and vegetation.
		Operation	Very Low	Negligible Not Significant	
B1165 Whaplode Fen – Newton.	Medium	Construction	Very Low	Negligible Not Significant	– The B1165's twisting route would ensure that views would regularly alternate between forward-facing, oblique and rear views. With separation distances over 5.8km, when periodic views would be available the uppermost construction activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility would be minor visual elements often intermittently screened by the limited levels of existing vegetation cover alongside and close to the B1165.
		Operation	Very Low	Negligible Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
B1169 Parson Drove – Leverington.	Medium	Construction	Very Low	Negligible Not Significant	– Any views would be over separation distances of 8.6km - 2.7km. ZTVs show that when travelling along some subsections of B1169, receptors could have some views of the uppermost construction and crane activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility. However, the way that ribbon development and some tree cover extend alongside the B1169 in Parson Drove, Church End and Leverington Common would ensure that any views would only be glimpsed. Vehicular receptors' views would be completely screened by roadside, built development for the eastern-most 2km of the journey once receptors' vehicles had entered Leverington.
		Operation	Very Low	Negligible Not Significant	–
B1542 – Tholomas Drove – western Wisbech.	Medium	Construction	Very Low	Negligible Not Significant	– Any views of the EfW CHP Facility Site would be mostly restricted to receptors traveling eastwards i.e. towards Wisbech over separation distances of 8.1km – 1.3km. Ribbon development and some tree cover extend alongside the B1542 in Tholomas Drove, Bunker Hill and Wisbech St. Mary hence any views of the uppermost construction and crane activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility would be glimpsed or infrequent. Views would be completely screened by roadside, built development for the eastern-most 1.2km of the journey once receptors' vehicles had entered western fringe of Wisbech.
		Operation	Very Low	Negligible Not Significant	–
B1187 Guyhirn – Parson Drove – Throckenholt.	Medium	Construction	Very Low	Negligible Not Significant	– Vehicular visual receptors would have a minimum separation distance of 7.7km from the EfW CHP Facility Site. When travelling along some subsections of B1187, receptors could have some oblique views of the uppermost construction and crane activities and subsequently of the top of the main building and chimneys at the EfW CHP Facility. The ZTV is fragmented, especially when it passes through settlements like Murrow and Parson Grove where roadside, built development and vegetation would screen receptors' potential eastern views.
		Operation	Very Low	Negligible Not Significant	–



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Cox's Lane/Mile Tree Lane.	Medium	Construction	Low	Minor – Not Significant	When they are at the south-eastern ends of these roads, vehicular visual receptors would have minimum separation distances of 600m from the western boundary of the EfW CHP Facility. Views would only be available to receptors in vehicles travelling south-east. Despite their relative proximity receptors would have no views of ground, lower- and middle level construction activities or subsequent built development at the operational EfW CHP Facility due to extensive screening provided by the large scale, intervening buildings close to B198. Any views of the short-lived upper construction activities and crane activities would be heavily filtered by the rows of roadside trees on Mile Tree Lane and tall hedgerow alongside Cox's Lane. Subsequently only the top of the chimney and the periodic plume would be visible.
		Operation	Low	Minor – Not Significant	
Lords Lane/Bevis Lane.	Medium	Construction	Very Low	Negligible – Not Significant	When they are at the south-eastern ends of these roads, receptors would have minimum separation distances of 1.3km and 2km from the south-western boundary of the EfW CHP Facility Site. Views would only be available to receptors in vehicles travelling south-east. Any views of the more elevated activities and components would be heavily filtered by the high level of tree cover alongside and close to these roads which pass through locally characteristic orchards. There could be some seasonal variation.
		Operation	Low	Minor – Not Significant	
North Brink - Bevis Lane to Barton Road (B1542).	Medium	Construction	Low	Minor – Not Significant	The proportion of the uppermost construction and crane activities that would, be visible would vary along the 3.4km long North Brink as it would for the subsequent upper section of the main building and chimneys at the operational EfW CHP Facility. However, all views would be at least partly screened by intervening built development on the far, eastern side of the River Nene close to the B198.
		Operation	Low	Minor – Not Significant	



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
Redmoor Lane.	Medium	Construction	Low	Minor – Not Significant	Redmoor Lane is ~1.5km long so at an assumed speed of 40km per hour, a receptor would travel along the lane just over two minutes. Along most of the Lane receptors in north-west (bound vehicles possess open views towards the EfW CHP Facility, although they are intermittently filtered or screened by adjacent orchards, built development and vegetation. These elements will cumulatively largely screen receptors' views of the ground and some lower level construction and operational components and activities. From the more open subsections, which tend to be the longer distance views, middle and upper construction activities and components of the operational EfW CHP Facility would be available although seen in the context of the Cold Store and other built development on the southern edge of Wisbech.
		Operation	Low	Minor – Not Significant	
Redmoor Bank & Belt Drove.	Medium	Construction	Very Low	Negligible – Not Significant	The limited number of vehicular receptors travelling along these routes would have a minimum separation distance of 1.6km from the southern boundary of the EfW CHP Facility Site. Any views of the middle and upper construction activities and the subsequent main building and chimney at the operational EfW CHP Facility would be seen in the context of other built development and a northern horizon with a relatively high level of tree cover.
		Operation	Very Low	Negligible – Not Significant	
Begdale Road.	Medium	Construction	Low	Minor – Not Significant	This 1.6km long, minor road links Begdale and Elm. The eastern-most 700m within Elm is lined with ribbon development that provides high levels of screening. When travelling along the remaining 900m of Begdale Road, vehicular visual receptors will have oblique views towards the middle and upper construction and crane activities and the subsequent main building and chimney at the operational EfW CHP Facility over a minimum separation distance of 1.3km. The closest views would be across the Wisbech solar farm and have 400kV pylons located nearby.
		Operation	Low	Minor – Not Significant	
New Bridge Lane south of A47.	Medium	Construction	No Change	No Effect	This southern section of New Bridge Lane is now a cul-de-sac. It is blocked at close to its northern so that it does not provide



Receptor and summary of potential effects	Sensitivity of receptor ¹	Development Phase	Magnitude of change ²	Significance ³	Rationale for preliminary assessment conclusion
		Operation	No Change	No Effect	access for residents to the New Bridge Lane Caravan Park. It is also gated at its southern end at Begdale Road with no entry signs.
Wales Bank.	Medium	Construction	Very Low	Negligible Not Significant	– Wales Bank is a 1km long minor road that links Begdale Road with B1101 at the southern end of Elm. At its closest, western end receptors would have a separation distance of 1.4km from the south-eastern corner of the EfW CHP Facility Site. Vehicular visual receptors views would potentially be available to receptors in westbound vehicles along approximately half of Wales Bank.
		Operation	Very Low	Negligible Not Significant	– Views would always be 'behind' receptors travelling in eastbound vehicles. Site visits making referenced to the Cold Store strongly indicate that overgrown hedgerows and short rows of hedgerow trees and shelterbelts on the northern side of Wales Bank would severely restrict the availability of open views apart from a single ~100m subsection.

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



9.10 Consideration of optional additional mitigation or compensation

- 9.10.1 The assessment set out above has concluded that it might be beneficial to implement some further mitigation measures, described in further detail below. These additional measures have not been assessed as part of the Proposed Development but would focus upon providing additional landscape planting within the southern part of the EfW CHP Facility to develop the indicative proposals shown in **Figure 3.5: Preliminary EfW CHP Facility Site Layout**.
- 9.10.2 Any additional landscaping measures would be within the context of the operational requirements of the EfW CHP Facility and the need to maintain the required site lines from the site entrance along the southern boundary with New Bridge Lane. As assessed in Section 9.9 and the relevant appendices, it is unlikely the implementation of any additional landscape planting in the southern part of the EfW CHP Facility would reduce, to a significant degree, the adverse effects already assessed in Section 9.9 and associated appendices for any landscape, townscape or visual receptor.

9.11 Implementation of environmental measures

- 9.11.1 **Table 9.17** describes the environmental measures embedded within the proposed development and the proposed means by which they will be implemented, i.e. they will be secured through the DCO and Construction Environmental Management Plan (CEMP).

Table 9.17 Summary of indicative environmental measures to be implemented – relating to landscape and visual effects

Environmental measure	Responsibility for implementation	Proposed Compliance mechanism
Development of a detailed architectural design will seek to minimise overall massing within the functional requirements of the EfW CHP Facility and consider appropriate external cladding materials and colours to reflect the surrounding context.	Applicant	DCO Requirement through implementation of design principles set out in the Design Principles Report which will be prepared for the DCO.
Construction Environmental Management Plan including measures to minimise landscape and visual construction phase effects - particularly upon the closest residential receptors.	Applicant	DCO Requirement
Landscape planting in the southern part of the EfW CHP Facility	Applicant	DCO Requirement through construction in accordance with the landscaping plan(s)



9.12 Next Steps

9.12.1 The preliminary assessment presented in this chapter is based on information obtained to date. It will be further influenced by responses received during the statutory consultation and following completion of:

- Incorporation of air quality modelling data for the periodic plume;
- Confirmation of the design details and parameters of the principal, built elements of the EfW CHP Facility and at the Walsoken and Walpole Substations and finalisation of the design, colour and surfacing of external cladding materials at the EfW CHP Facility;
- Specification of the lighting design to be applied during construction and operation phase within the EfW CHP Facility Site; and
- Confirmation of the extent and type of landscape works within the EfW CHP Facility Site including the requirement to remove all existing planting.

9.12.2 The final assessment will be presented in the Environmental Statement submitted with the DCO Application.

