Landscape and Visual Appraisal

Landscape Services

Lincs Gateway,
Spalding

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influence®

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1 Introduction

Outline

1.1 This Landscape and Visual Appraisal (LVA) has been prepared by Influence Landscape Planning and Design Ltd, a chartered Landscape Architecture and Environmental Planning practice.

1.2 Influence has been appointed by Alcan Properties Limited to carry out this LVA for a proposed development of approximately 70,000 square metres of storage and distributing warehousing on land northeast of the B1173 on the outskirts of Spalding, Lincolnshire. The site has had previous application history in January 2022 for four office buildings and 24 small industrial units, with the planning reference (H16-0918-21).

Project Description

1.3 The proposed development is shown in Appendix B, C and D of this report and broadly consists of:

- Storage or distribution units (Class B8) with ancillary office accommodation;
- Existing access retained and utilised off the B1173 to the south of the site;
- Proposed internal roads and car parking to support the intended function of the site;
- Proposed new pedestrian and cycle links which tie into existing routes;
- Proposed incorporation of attenuation basins and SUDs to sustainably manage water on site;
- Proposed landscape enhancements within the site include:
    - Substantial shelter belt tree planting to the periphery of the site;
    - Mixed native tree, shrub and hedgerow planting;
    - Areas of mixed wildflower and grassland;
    - Existing trees and vegetation retained, protected and enhanced;
    - Ecological enhancements through habitat creation and links into the local surrounding area; and
    - Existing tree and private grassland area to the west retained and enhanced to form publicly accessible amenity space;

1.4 It is proposed to have a 50m 'no development zone' from the site boundary in the north-western corner (adjacent to Fen End Lane) and that units proposed within 100m of Fen End Lane will not exceed 15m ridge height above finished floor levels. The overall development will have a maximum height of 21m above finished floor levels. This is shown on the accompanying Parameters Plan 22119-UMC-ZZZZ-SI-DR-A-0604-P02.

1.5 The site is allocated for B1, B2 and B8 uses with some ancillary A3 and A4.

1.6 This LVA has been undertaken as a stand-alone report based upon the guidance contained within the Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA)[1]. It provides a narrative appraisal of the proposed development within the identified application site and surrounding study area. This report is not a Landscape and Visual Impact Assessment.

[1] Landscape Institute and Institute of Environmental Management and Assessment, 2013

2 Planning Context

Introduction

2.1 Aspects of planning guidance and policy, which are of particular relevance to the LVA, are examined below. Relevant statutory, non-statutory and planning designations within the LVA study area are shown on figure INF_N1017(08)001.

International Legislation

2.2 The European Landscape Convention (ELC)[2], which was signed by the UK in February 2006 and became binding in 2007, is the first international convention to focus specifically on landscape issues and aims to protect, manage and plan landscapes in Europe.

2.3 The ELC highlights the importance of developing landscape policies dedicated to the protection, management and creation of landscapes, and establishing procedures for the general public and other stakeholders to participate in policy creation and implementation.

2.4 The ELC defines landscape as *"an area, as perceived by people, whose character is the result of the action and interaction of natural and / or human factors"*[3].

National Legislation

2.5 This report takes into account the legislation and policy relevant to landscape and visual amenity, and the relevant ecology and cultural heritage including the following.

Public Rights of Way

2.6 Legislation with regard to Public Rights of Way (PRoW) is in the National Parks and Access to the Countryside Act 1949, Countryside Act 1968, Wildlife and Countryside Act 1981, Highways Act 1980, Rights of Way Act 1990 and Countryside Rights of Way Act 2000 (CROW 2000).

2.7 PRoW are recorded on Definitive Maps by the County Council and are protected under the above legislation. Applications and consultation are required for any works that would affect a PRoW, for example a temporary diversion during construction works, a permanent diversion as the result of a proposed development or any other changes to the routes.

National Planning Policy Framework

2.8 The National Planning Policy Framework (NPPF)[4] is a material consideration and provides guidance for regional and local planning. At the heart of the NPPF is a presumption in favour of sustainable development, which forms the basis of plan-making and decision-taking.

2.9 The NPPF sets out three objectives in order to achieve sustainable development – economic, social and environmental. The environmental objective is relevant to this report. Particularly

[2] Council of Europe, 2004
[3] Council of Europe, 2004
[4] Ministry of Housing, Communities and Local Government, 2021

relevant is the requirement to *"contribute to protecting and enhancing our natural, built and historic environment".*

2.10 The NPPF provides guidance on how to deliver sustainable development. The planning principles of relevance to this LVA are summarised as:

- Section 12 Achieving Well-Designed Places, which addresses the creation of high quality, beautiful and sustainable buildings and place. Developments should add to the overall quality of an area, should be visually attractive with regards to architecture, layout and landscaping, should be sympathetic to local and historic character, respond to the surrounding built environment and landscape setting and establish or maintain a sense of place. In the July 2021 NPPF update a paragraph was added to Section 12 identifying the importance that trees play in the environment; and
- Section 15 Conserving and Enhancing the Natural Environment[5], which states (inter alia) that the intrinsic character and beauty of the countryside should be recognised. Valued landscapes such as National Parks and AONB should be conserved and enhanced, with the scale of development limited in these areas.

National Design Guide

2.11 The National Design Guide (NDG)[6] has been published to further expand the design policies set out in the NPPF providing a framework to assess proposals against in terms of achieving well designed places.

2.12 One of the key components identified in the NDG that needs to be considered to ensure good design is landscape. When addressing the identity of a place, characteristic I1 identifies the importance of landscape setting and backdrop in order to respond effectively to local identity.

2.13 A key part of the NDG assessment relates to context and how well-designed places need to be integrated into their surroundings so they relate well to them along with being influenced by and influencing their context positively[7]. Characteristic C1 emphasises the need to respond appropriately to landscape character in order to provide positive new developments.

Local Planning Policy

2.14 The application site is located within the administrative jurisdiction of The South Holland District Council with the South East Lincolnshire Local Plan 2011-2036 (adopted March 2019) as the main policy document.

South East Lincolnshire Local Plan 2011-2036 (SELLP)

2.15 The relevant Planning Policies from the adopted Local Plan, are set out below.

Policy 3 - Design of New Development

2.16 All development will create with the use of high quality deigns and layout. Development proposals will demonstrate:

[5] Section 15, paras 174-188 NPPF, 2021

[6] Ministry of Housing, Communities and Local Government, National Design Guide, January 2021

[7] Ministry of Housing, Communities and Local Government, National Design Guide, January 2021, p10

2.17 That the development will enhance massing of neighbouring buildings and the surrounding area, views, designated and non-designated heritage assets.

2.18 The development will have accessibility by choice of travel modes including public transport, public right of ways and cycle ways.

2.19 An incorporation of existing hedgerows and trees, appropriate new landscaping to enhance biodiversity, green infrastructure, flood risk mitigation and urban cooling.

Policy 8: Prestige Employment Sites

2.20 The site (referred to in the document as Lincs Gateway, Spalding) is designated as a Prestige Employment Site. The document then states that the following general principles will apply to Prestige Sites:

1. Delivery of a mix of employment opportunities that include the target sectors of agri-food, logistics, education, research and development, and the visitor economy as appropriate to each site;

2. Well-designed schemes that deliver high quality development;

3. Good access to the strategic highway network;

4. Good connections into the local public transport, pedestrian and cycle network;

5. **The incorporation of landscaping schemes that contribute to a high quality development and where appropriate, mitigate the impacts of the Prestige Site with neighbouring developments and the open countryside;**

6. Ensure any flood risk issues are considered in line with the document's guidance.

2.21 In direct referral to the site, Policy 8 also states that masterplans and any subsequent planning applications made will need to take into account the following key parameters:

• Development will comprise B1, B2 and B8 uses with some ancillary A3 and A4 uses permitted.

• Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175.

• Additional internal road infrastructure is required to service new development off the two access points to the site.

• Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.

• **Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.**

(Our emphasis added)

Policy 28 – The Natural Environment

2.22 Nationally or locally designated sites and protected or Priority habitat and species –

2.23 Development proposals that would directly or indirectly adversely affect these assets will not be permitted unless: There are no alternative sites that would cause less or no harm; the benefits outweigh the adverse impacts of the features of the site; Suitable prevention, migration and compensation measures are provided.

2.24 Addressing gaps in the ecological network –

2.25 All development proposals shall provide and overall net gain in biodiversity by protecting the biodiversity value of land, buildings, and trees, minimising the fragmentation of habitats, maximising the opportunities for restoration, enhancement, and connection of natural habitats.

Policy 29 – The Historic Environment

2.26 *Distinctive elements will be conserved and where appropriate enhanced including the historic archaeological and drainage landscape of The Fens.*

Relevant Planning History

2.27 As noted within Section 1, a smaller section of this site has previously been granted conditional planning permission for the provision of four office buildings and 24 small industrial units with access from the existing entrance off of the B1173 (H16-0918-21). However, this development was never taken forward, in favour of the current plans.

Designations and Registered Sites

2.28 On the North West perimeter of the site a Priority Habitat of deciduous woodland is cut vertically with approximately 2/3 falling within the site boundary (Policy 28).

2.29 Just short of 500m distance from the site boundary is a Site of Scientific Interest called Cowbit Wash. The site is located within the SSSI Impact Risk Zone.

2.30 A flood storage designation (Policy 4) lies directly to the west of the site, in between the site and the River Welland.

2.31 There is a Mixed Use Employment Site (Policy 7) directly south of the site, that has already undergone development of a few small commercial units.

Public Rights of Way (PRoW)

2.32 PRoW Bridleway Spal 894/1 currently runs directly through the western section of the site, running north to south from Fen End Lane to the B1173.

2.33 PRoW Bridleway Spal 9/2 also runs to the west of the site, following the course of the New River Drove path from the B1173 southwards until it terminates at the A1175.

2.34 PRoW Footpath Spal 17/1 is further west of the site on the eastern side of the River Welland, the route slightly elevated on a grass bank as it follows the course of the River Welland north south.

3 Methodology

Guidance

3.1 The format of this LVA is based on the principles set out in the Guidelines for Landscape and Visual Impact Assessment Third Edition[8], the Landscape Character Assessment Guidance for England and Scotland[9] and An Approach to Landscape Character Assessment[10]. A detailed methodology is provided within Appendix A and guides the assessment of potential effects of the proposed development within the site on surrounding landscape and visual receptors.

3.2 Viewpoint photographs have been presented in accordance with the Landscape Institute's Advice Note TGN Visual Representation 06/19[11].

3.3 Topographically, the northern end of the site lies at c.75m above Ordnance Datum (aOD) and falls gently to the south to c.72m aOD, where the site abuts the River Eye.

Study Area

3.4 Following the initial desktop study, a site visit was carried out in January 2023 in clear weather conditions. The visit was complemented by a review of aerial photography, mapping and field assessments from publicly accessible locations (e.g. from local roads and PRoWs).

3.5 From this, the actual visibility of the application site and the proposed development, where landscape and visual impacts could potentially occur, was found to be restricted by the surrounding landform combined with intervening vegetation and built form. Based on this information the study area of the LVA has been defined as a maximum of 1.5km from the application site, as shown on figure INF_N1017(08)001.

3.6 Only landscape and visual receptors within the study area have been considered in the assessment, as there is no potential for any significant landscape and/or visual effects to be incurred beyond that area.

[8] Landscape Institute and Institute of Environmental Management and Assessment, 2013
[9] Former Countryside Agency and Scottish Natural Heritage, 2002
[10] Natural England, 2014
[11] Landscape Institute, 2019

4 Landscape Baseline

4.1 This section provides an assessment of the existing baseline conditions in respect of the character of the site and its surrounding landscape context. This section also summarises any relevant published landscape assessments that contribute to a better understanding of the landscape context. Such assessments provide a helpful understanding of the landscape context, but rarely deliver sufficiently site-specific or up-to-date information to draw robust conclusions about the significance of any change proposed by the development. As such, additional commentary is included within this section outlining key characteristics of the site and its immediate surroundings and whether or not this correlates with published landscape character assessments.

4.2 The landscape character within the LVA study area is described and assessed below, and relevant information concerning landscape character is shown in figure INF_N1017(08)002 which illustrates the existing relevant landscape character areas and the key landscape features within the study area.

Landscape Character Assessment

National Landscape Character Assessment

4.3 The site is located within National Character Area 46 The Fens. This is a wide-ranging character area and therefore the local character area assessment is considered more relevant for this site.

Local Landscape Character

South Holland District Council - Strategic Landscape Capacity Study (2003)

4.4 The South Holland Strategic Capacity Study identifies three Landscape Character Types (LCTs). The site falls within the Settled Fens LCT.

LCT Settled Fens

4.5 The identified features of this LCT of relevance are:

- Predominantly flat topography;
- Nucleated settlements with mature vegetation and church spires;
- Organic lines dominate the landscape, e.g. winding roads.

4.6 The landscape condition is also considered as average, but ranges from good (farmland) to poor (urban fringe clutter).

4.7 The published landscape character assessments provide an overall description and context for the wider landscape, but none provide a detailed site-specific evaluation of the intrinsic site attributes, which is required in order to allow for a reliable assessment to be undertaken of the potential effects of the proposals, upon the landscape character. Specifically, published local assessments often fail to acknowledge localised influences within the immediate landscape context such as the adverse perceptual impacts of passing traffic and existing built form on

site tranquillity and character. This is particularly true of sites within urban fringe locations and also when in close proximity to existing settlements.

Landscape Observations of the Application Site and Study Area

The Site

4.8 The application site is located on the southern edge of the market town of Spalding within the South Holland District of Lincolnshire. Currently the site is a large arable field that is split in to three smaller fields, divided by linear field drainage ditches that run east to west. The site entrance is a well-defined junction to the south off the B1173 with a central reservation which separates the in and out traffic. The site is secured by timber post and rail fencing and a pair of agricultural gates which are set back off the main road.



4.9 Within the western portion of the site is an elevated vegetated bund which runs north from the entrance and wraps around a short section of the northern boundary, the bund is circa 4-5m high and 17-18m wide.



4.10 To the west of the bund is a PRoW, bridleway Spal 894/1 which is lined to the east by a dilapidated closeboard fence and a linear row of trees. Trees line the west of the PRoW which widen to a small group of trees and scrub to the north. This PRoW runs north south and connects Fen End Lane to the north to the services off the B1173 to the south. Further west is open area of grassland bound by a timber post and rail fence, a wide grass well maintained verge and uniform tree planting forms the boundary between the application site and the B1173.



4.11 The application site is bound by the B1173 which runs around the south and south western edge of the site, the A16 forms the boundary to the east and arable fields to the north.

4.12 The application site is judged to have a low sensitivity to the proposals.

Wider Local Area

4.13 The wider local landscape is very much an active working agricultural landscape of irregular sized and shaped fields divided by linear field ditches and B roads. Main road routes such as the A16 and A1175 are bound by linear tree belts which align the roads.

4.14 Market towns such as Spalding to the north and small villages such as Cowbit and Moulton Chapel to the south are scattered through the landscape, these tend to be linear in their nature along road networks.

4.15 There are a number of industrial units and large-scale agricultural developments present in this landscape which are not insignificant such as Spalding Power Station and the recently completed glass houses off Clay Lane, planning ref: H16-1174-17. These tend to be concentrated along major road networks such as the A16 corridor and are a common feature in this local active landscape.

Landscape Receptor	Susceptibility	Value	Sensitivity
LCT Settled Fens	low	Medium	Medium – low
The landscape surrounding the site	low	Medium	Medium - low

Landscape Receptor	Susceptibility	Value	Sensitivity
The site	Low	Low	Low

4.16 The wider landscape is judged to have a medium – low sensitivity to the proposals.

5 Visual Observations

Introduction

5.1 Visual amenity, as opposed to 'visual character', is not about the visual appearance of the application site, but has to do with the quantity, spatial distribution and character of views towards, from or within the application site. An analysis of the existing visual amenity, both within the site and its surrounding context, allows conclusions to be reached about which visual receptor/s may experience visual change, from where and to what degree those views will be affected by the proposed development.

5.2 An analysis of existing views and the 'receptors' likely to experience visual change is conducted below. This approach allows for an accurate recording of the existing baseline visual amenity for the site and its surrounding context and is representative of the site conditions at the time of writing. This section details the systematic approach to producing a site-specific ZTV, outlining potential visual receptors within the site's local context and finally defining representative viewpoints which are to be used to assess potential visual effects of the proposed development.

General Visibility

5.3 A field survey has shown that the visual envelope of the site is largely contained by:

- Generally flat local topography.
- Ribbons of established vegetation that run along main road routes such as the A16 to the east and the B1175 to the south.
- Elevated linear grass embankments along the River Welland and field dykes such as Soke Dyke to the west.
- The settlement edge of Spalding town to the north and west of the River Welland. A section of settlement off Fen End Lane to the north west of the site and a cluster of properties to the east off Evergreen Close to the east.
- Settlement tends to be linear in form whether it is part of a settlement group or sporadic properties which align road routes.
- A number of industrial units and large-scale agricultural developments such as Spalding Power Station and the recently completed glass houses off Clay Lane. These large scale developments tend to be concentrated along major road networks such as the A16 corridor.

5.4 To understand the existing experience of receptors and the potential impact on them, a series of viewpoints have been chosen, grouped and described below.

Viewpoint Locations

5.5 Potential Visual Receptors Identified:

- Residents on Fen End Lane to the north west and off Burr Lane to the north;
- Road users particularly A16 to the east, B1173 to the south and Burr Lane to the north;

- Users of Local PRoWs, Bridleway Spal 894/1 within the western portion of the site and Footpath Spal 17/1 further west of the site along the River Welland.

5.6 Views were recorded from:

- Burr Lane to the north of the site, Viewpoints 07, 08 and 09;
- A16 to the east of the site, Viewpoint 05;
- Fen End Lane to the north west of the site, Viewpoint 06;
- From PRoW Bridleway Spal 894/1 within the western portion of the site, Viewpoint 04 and 06;
- B1173 to the south of the site, Viewpoints 01 and 03;
- From local PRoW Footpath Spal 17/1 to the west of the site along the Welland River, Viewpoints 11, 12 and 13; and
- From Barrier Bank Road south west of the Applegreen Services, Viewpoint 10.

Residents

Residents off Fen End Lane (Viewpoint 06)

5.7 Residents off Fen End Lane to the north west are the closest to the site and are the most sensitive to the proposals due to the proximity to the site. Fen End Lane is a linear road which runs north south with a mix of single-storey bungalows and two storey properties which align both sides of the road. The properties generally face onto the road and are set back with front gardens and driveways which are bound by a mix of garden hedgerows, low garden walls/fencing and ornamental planting. Some of the front gardens contain garden trees which align the highway footpath.

5.8 The southern end of Fen End Lane terminates at a vehicular turning head and vehicular access further south is ceased by concrete bollards at the start of PRoW Bridleway Spal 894/1. At this point the road narrows into a footpath and the onward PRoW route. The PRoW opening is defined by a gap in the dense tree vegetation as the tree canopies form a tunnel effect. This section of Fen End Lane is heavily treed which restricts views further south. Glimpsed views are experienced east though gaps in the vegetation and property boundaries and above the built form of the end property's garage and outbuilding, these views are shortened by the vegetated earth bund which runs along the western boundary of the site restricting views further east.

5.9 Due to the orientation of Fen End Lane any views from the rear of these properties will be focused north east across the north western corner of the site towards Burr Lane. It is anticipated that views will only be experienced from first floor windows or either above or through gaps in rear boundary treatments from ground floor level.

5.10 It is envisaged that the most sensitive residents will be those at the southern end of Fen End Lane in particular on the eastern side where rear gardens back onto the western boundary of the site. The end property to the south east on Fen End Lane is the most sensitive as both the southern and eastern boundaries of the property borders the site boundary at the north west corner of the site. At this point a group of trees and scrub planting wraps from the northern

end of PRoW Spal 894/1 around the southern edge of this property and protrudes into the site towards the east screening views.

Potential Sensitivities of Receptors

5.11 It is judged that residents within the south east section of Fen End Lane will have a high sensitivity to the proposals and residents further north on Fen End Lane will have high to medium sensitivity to the proposals.

Residents on Burr Lane (Viewpoints 07, 08 and 09)

5.12 Properties off Burr Lane are concentrated to the west around the junction of Fen End Lane and are a mix of single-storey bungalows and two storey houses. Further east along Burr Lane the properties are generally scattered along the northern side of Burr Lane and are approximately 300m north of the site.

5.13 It is envisaged that views from properties grouped to the west are confined by the built form and intervening vegetation. As Burr Lane continues east the density and number of properties reduces, these are a mix of residential properties linked to small nurseries and small holdings. These properties are set back from the road and are generally screened by established dense garden vegetation which forms the garden boundaries with Burr Lane. Views south are therefore limited only at driveway points south towards the site and as residents access Burr Lane east or west. The built form of the Applegreen Services is visible to the south amongst the vegetation that aligns the B1173.

5.14 A large property to the east on Burr Lane fronts the road with substantial nursery glasshouses to the rear of the property which run south for approximately 150m followed by a section of cultivated nursery land. The western boundary of this property is a dense linear row of mixed conifer and broadleaf trees which connects into the shelter belt planting that aligns the northern section of the A16. This vegetated boundary and built form of the glasshouses blocks views to the west.

Potential Sensitivities of Receptors

5.15 It is assessed that the handful of central residents to the north of Burr Lane will have a medium sensitivity to the proposals and the residents to the east and west on Burr Lane will have a medium to low sensitivity to the proposals.

Road Users

Users of the A16 (Viewpoint 05)

5.16 Users travelling south west on the A16 linear route experience narrow views which are confined west by dense linear roadside shelter belt vegetation. Views south east are shorted by the flat local topography, built form off Evergreen Close, intervening vegetation and the large development of glasshouses off Clay Lake Bank.

5.17 On the approach south towards the site, vegetation thins along the northern side of the A16 and is replaced by a timber post and rail fence which forms the eastern boundary of the site. Wider views are experienced west across the arable fields that form the site but are shortened by the wooded block and vegetated earth bund within the western portion of the site.

5.18 Distinctive vegetation around the roundabout along the B1173 to the west and the A16 to the east consists of uniformly planted trees in staggered linear rows which are immature and align the routes.

5.19 Views are very much focused on the direction of travel on this busy stretch of road as users approach the roundabout at the Applegreen Services.

Potential Sensitivities of Receptors

5.20 It is assessed that users of the A16 will have a low sensitivity to the proposals.

Users of B1173 (Viewpoints 01 and 03)

5.21 Users of the B1173 travelling south from Spalding in the north experience restricted views east due to the built form off Fen End Lane and dense vegetation which aligns the eastern side of the route. Users experience wider views to the west across arable fields towards the River Welland, however views are shortened due to the local flat topography and built form off Spalding Common further west.

5.22 As users travel south and the road bends to the east views to the west become restricted by a row of trees which align the western edge of the road. Distinctive rows of uniform immature trees align the eastern side of the road within a wide grass verge focusing views at this point towards the Applegreen Services which are framed by the linear rows of trees either side. Views further east are blocked by the dense tree group within the western section of the site. As users continue on the approach towards the roundabout the tree group thins and is replaced by the vegetated earth bund which forms the western boundary of the site.

5.23 Views into the application site to the north east are only experienced for a short period through a gap in the tree rows at the site entrance. As the user continues past the site entrance views then become intermittent through gaps in the staggered row of uniformly planted trees, however views are very much focused east in the direction of travel as user approaches the busy roundabout at Applegreen Services.

Potential Sensitivities of Receptors

5.24 It is assessed that users of the B1173 will have a low sensitivity to the proposals.

Users of Burr Lane (Viewpoints 07, 08 and 09)

5.25 Users of Burr Lane travel in an east west direction on a narrow road. As users join Burr Lane from the B1173 to the west they travel through a short cluster of residential properties at the junction of Fen End Lane. Views at this point are retained within the built form of the settlement. As users continue east the density of the settlement reduces and the character changes from residential settlement to working properties with nursery glasshouses and small holdings which restrict views north.

5.26 Views to the south and south east open out for a relatively short section across arable farmland towards the site in the south. The built form of the Applegreen Services is visible above and through gaps in the vegetation that aligns the B1173. Views east are shorted by a dense linear row of mixed conifer and broadleaf trees and a large extent of glasshouses that run north south along the boundary. The vegetation connects into the dense shelter belt planting that aligns the A16.

5.27 Users travelling west connect onto Burr Lane off Spalding Drove, views north are open for a short period across arable farmland. Properties on the southern side of the road are connected to commercial buildings such as Jason Griffiths Transport, Spalding Self Store and a property with substantial nursery glasshouses to the rear. These properties block views south and south west. As users pass these properties and continue west views open out towards the south west across arable farmland but are shortened by the residential edge off Fen End Lane.

5.28 Due to the narrow nature of the road views are focused on the direction of travel east and west, views south towards the site are only experienced for short section where there is a gap in development along the southern side of the road.

Potential Sensitivities of Receptors

5.29 It is assessed that users of Burr Lane will have a low sensitivity to the proposals.

PRoW Users

Users of PRoW Bridleway Spal 894/1 (Viewpoints 04 and 06)

5.30 PRoW Bridleway Spal 894/1 starts adjacent to the site entrance off the B1173 and runs north south within the western portion of the site. As users approach the PRoW, at this point views into the site are experienced through the site entrance but are shortened by the vegetated earth bund along the western boundary. As the user continues onto the PRoW views are quickly reduced east by an existing closeboard fence, vegetated earth bund and existing tree planting which focuses views north. As the user travels north on the PRoW the route gently inclines and views west are experienced through existing trees and across an open area of grassland bound by timber post and rail fence to the west of the site. However these views are contained by vegetation which aligns the western edge of the B1173. Mid way along the PRoW the vegetation becomes denser on each side of the route and the canopy of the trees with a wood block encloses the footpath, views then become tunnelled along a linear footpath north towards Fen End Lane. The PRoW terminates at the southern end of Fen End Lane and users continue north along Fen End Lane on highways footpaths.

Potential Sensitivities of Receptors

5.31 It is assessed that users of PRoW Bridleway Spal 984/1 will have a medium to low sensitivity to the proposals.

Users of PRoW Footpath Spal 17/1 (Viewpoints 11, 12 and 13)

5.32 PRoW Footpath Spal 17/1 runs along the eastern edge of the River Welland, west of the site. The southern part of the route starts off the A1175 down a steep vehicular service/ maintenance access point over a stile onto an elevated grass embankment. The route is linear and slightly elevated as it tracks north following the course of the River Welland. Users experience views across low lying arable farmland either side of the route, however these views are generally contained. To the west views are contained by built form off the B1172 and views east are shortened by the local flat topography, linear vegetation which aligns Barrier Bank Road and the A1173 and built form of the Applegreen Services which is visible

through and above the vegetation. The site to the east of this PRoW is inconspicuous in views.

5.33 As the user continues north the route heads north east towards the southern edge of Spalding.

Potential Sensitivities of Receptors

5.34 It is assessed that users of PRoW Footpath Spal 17/1 will have a low sensitivity to the proposals.

5.35 The majority of the assessed visual receptors listed above are judged to have impacts varying from high to low. Those which are assessed to have the greater degree of impact are residents at the southern end of Fen End Lane to the north west of the site.

5.36 Receptors on Fen End Lane will experience the greatest impact due to their proximity to the site. Residents will experience disruption during the construction period and a visual change upon completion of the works from an arable field to three storage/distribution units with associated office units, car parking, infrastructure and substantial landscape improvements.

5.37 Existing features of the visual landscape will remain including the earth bund to the west of the site and boundary vegetation to the south and west. The linear field drain to the north will be retained and central drains rerouted to sustainably manage water on site. Existing open boundaries to the north and east will be planted with native tree shelter belt planting as these mature they will form visual connectivity and will mitigate views of the site.

5.38 Users of PRoW, Bridleway Spal 894/1 within the western portion of the site only experience views towards the site for a short period when travelling north at the entrance to the site. Users will experience change at this point and disruption during the construction period due to the proximity of the PRoW and the site entrance. The existing entrance will be retained and once operational the site will not be viewed as out of context within the local landscape. It is envisaged that over time and as the native tree and shrub planting within the site matures and develops it will mitigate and reduce potential impacts.

5.39 Users of wider PRoWs further west may experience construction activities in views east towards the site from the elevated footpath. This will be temporary and once the site is operational it is envisaged that views east towards the site will not be changed as the site is inconspicuous in these views.

Visual Receptor	Susceptibility	Value	Sensitivity
Residents off Fen End Lane	High	High	High
Residents on Burr Lane	Medium	High	Low to Medium
Users of the A16	Low	Low	Low
Users of B1173	Low	Low	Low

Visual Receptor	Susceptibility	Value	Sensitivity
Users of Burr Lane	Low	Low	Low
Users of PRoW Bridleway Spal 894/1	Medium	Medium	Medium – Low
Users of PRoW Footpath Spal 17/1	Low	Low	Low

6 Proposals and Landscape Strategy

6.1 The built proposals are for three storage or distribution units (Class B8), two smaller units positioned within the western portion of the site and the larger single unit within the eastern portion of the site. Each unit will have associated ancillary office accommodation, car parking including electric charging points and cycle storage provision.

6.2 The proposals seek to utilise the existing access and junction off the A1173 to the south of the site connecting into a new internal road network to facilitate the intended function of the site.

6.3 It is proposed that a 50m 'no development zone' is included from the site boundary in the north-western corner (adjacent to Fen End Lane) and that units proposed within 100m of Fen End Lane will not exceed 15m ridge height above finished floor levels. The overall development will have a maximum height of 21m above finished floor levels. This is shown on the accompanying Parameters Plan 22119-UMC-ZZZZ-SI-DR-A-0604-P02 (Appendix D) and the Verified Views - rbmp.2308 Lincs Gateway Spalding (Appendix E).

6.4 A landscape strategy is set out in the narrative below, broadly outlining the proposals, ecological recommendations and drainage strategy for the site and is shown in Appendix C - Illustrative Landscape Masterplan.

6.5 Proposed new sustainable transport links for pedestrians and cyclists will tie into existing routes to and from Spalding.

6.6 Existing linear field drains retained and utilised where possible linking into proposed attenuation basins, new linear drainage ditches and SUDs to sustainably manage water on site, maintaining a linear drainage pattern across the site which is a common feature in the local landscape.

6.7 Proposed landscape and ecological enhancements within the site include:

- Incorporation of substantial shelter belt tree planting to the periphery of the site, in keeping with linear vegetation found locally along main routes such as the A16 and A1175;
- Mixed native tree, shrub and hedgerow planting to connect into existing retained vegetation creating new ecological and habitat links across the site and into the wider surrounding areas;
- Areas of new species rich mixed wildflower and grasses incorporating species sympathetic to the local surrounding landscape; and
- Existing trees and vegetation retained, protected and enhanced where possible. A small group of existing trees within the north western portion of the site will require removal to accommodate one of the units. Substantial replacement tree planting will be incorporated throughout the site where possible and appropriate, improving tree coverage across the site and improving site boundaries.

6.8 The western section of the site contains an area of existing trees, scrub and grassland which lines an existing PRoW route Spal 894/1 that connects Spalding to the north and the Applegreen Services to the south. This space will largely be retained and enhanced to form an accessible amenity space. A vegetated grass bund separates the main body of the site to the east and PRoW Spal 894/1 and the proposed amenity space to the west. A large section of the existing

bund will be retained and extended along the western boundary the north west corner of the site. A short section of the bund to the south west corner will be removed to facilitate pedestrian/cycle access into the site from the west. The bund will be enhanced with additional native tree and shrub planting and species rich wildflower/grasses and bulbs.

7 Landscape and Visual Appraisal

7.1 The LVA baseline provides an appraisal of the existing landscape and visual resource within the application site and the wider study area. The following section of the report identifies and summarises landscape and visual effects that could arise due to the construction and operation of the proposed development.

7.2 The assessment of effects uses the thresholds for magnitude, sensitivity and significance as detailed within Appendix A. This methodology serves as a professional guidance tool that can be moderated, where appropriate, with professional judgement. Professional judgement is an impartial aspect of the assessment process and acknowledges that development may result in some beneficial change as well as harm to the landscape. The assessment also takes into account the effectiveness of any proposed mitigation in both the short and long term.

Potential Effects on the Landscape Character

7.3 The potential construction and operational effects upon landscape character is considered at two levels. Firstly, effects on the site itself as a standalone resource and secondly, effects on the local context and subsequent indirect effects on defined landscape character areas within or adjacent to the site.

LCA LCT Settled Fens

7.4 The landscape character description is listed in the South Holland Strategic Capacity Study Settled Fens LCT of which some of the characteristics described are not applicable to the site.

7.5 The site has some characteristics that relate to those identified within the LCA such as flat topography and arable farmland, however the expansive nature of the landscape and the large skies will not be affected.

7.6 There are limited impacts overall on the wider study area, from many locations the proposals will not be appreciated at all and although this is a visual aspect it is part of the overall feature of this local landscape.

7.7 Given the character of this agricultural working landscape large scale shed development is not an uncommon feature and therefore it is judged that there will be a low magnitude of effect on a medium to low sensitivity landscape which results in a minor adverse impact.

The Application Site

7.8 There will be a clear change to the land use from primarily agricultural fields to three storage/distribution units with associated ancillary buildings and road networks, however the development will be wholly within the confines of the existing field boundary retaining the field pattern and size.

7.9 The existing site entrance/exit to the south off the B1173 will be retained and utilised as part of the proposals as the main site entrance.

7.10 Existing boundary vegetation will be retained where possible and enhanced with additional native tree and shrub buffer planting and native hedgerows with hedgerow trees particularly to the northern and eastern boundaries improving habitat connectivity into wider local area.

7.11 The proposals seek to enhance vegetated boundaries in particular to the west, east along the A16 and to the north. This will create a continuation of the existing green infrastructure in the form of linear tree belts which are a common feature in this local landscape. Existing tree planting to the south will be retained and enhanced.

7.12 The existing vegetated grass bund to the west will be largely retained and extended north along the western boundary to the north west corner of the site. A short section to the south will require removal to facilitate pedestrian and cyclist access into the site. The bund will be enhanced with native tree and shrub planting and species rich wildflower and grass mixes to mitigate any views experienced of the proposed development by residents on Fen End Lane.

7.13 The existing area of trees and grassland to the west of the site will be retained and utilised as an amenity space, enhanced with additional tree and shrub planting and incorporate mixed routes through for pedestrian access. PRoW Spal 894/1 within the western portion of the site will be retained and enhanced with additional native tree, shrub and hedgerow planting where appropriate. This PRoW will connect into new attractive pedestrian and cycle routes creating sustainable transport opportunities in the local area.

7.14 Existing central linear field ditches that run east/west will be lost as part of the proposals however, the existing linear drain along the northern boundary will be retained and connect into new linear drainage ditches and attenuation basins as part of the SUDs strategy to sustainably manage water on site. The proposals seek to maintain a linear drainage pattern across the site which is a common feature in the local landscape.

7.15 Overall, it is judged that there will be a high level of effect on the site itself due to the complete change from arable field to built development, however there are enhancements to landscape features such as the boundary hedgerows which temper some of the impacts. The extent and variety of new landscaping across the site will enhance the landscape and biodiversity value of the site, which will be a benefit to the surrounding habitats and contribute to a more diverse offer on site. Overall it is judged that there is a moderate adverse impact on the site itself.

Potential Construction Impacts

7.16 During the implementation there will be low to medium visual impacts, residents to the north west off Fen End Lane and Burr Lane to the north may experience construction machinery/ vehicles moving within the site and construction works from the rear of properties off Fen End Lane and from properties off Burr Lane during the construction period. This however is a busy active working landscape, large machinery, agricultural activities and large scale development is not uncommon in this local landscape.

7.17 Road users will only experience construction works and construction vehicles for a short period as they approach the roundabout to the south east on the A16 from the north and east, B1173 from the west and the A1175 from the south. The existing site entrance will be utilised to form access into the application site.

7.18 The proposed development will take circa 18 months from start to finish in a single phase, although the majority of deliveries will be within the first half of the construction phase.

Potential Effects on Visual Receptors

Residential Receptors

Residents off Fen End Lane (Viewpoint 06)

7.19 Receptors to the north west at the southern end of Fen End Lane are likely to experience the most noticeable change in views from an arable field to built form, however at present views across the north west corner of the site are only experienced from the rear of properties on the eastern side of Fen End Lane through gaps in rear garden boundaries or from first floor windows.

7.20 Verified views have been created to visually demonstrate the impact of the proposals. As shown in Verified Views VP06B and VP06C (Appendix E) both taken towards the southern end of Fen End Lane. The proposed built form and proposed buffer planting to the western and northern boundaries of the site will be visible above the single-story properties and will closely match the height of the two story properties. Views of the built form and buffer planting will also be experienced between the properties along the eastern side of Fen End.

7.21 Existing trees and vegetation along the western boundary of the site will largely be retained along with proposed enhancement landscape buffer planting on an elevated bund to the western and northern boundary of the site. This will help to mitigate these views as demonstrated in the verified views at year 1 and year 15.

7.22 It is judged that only a small group of residents towards the southern end of Fen End Lane will experience a high to medium adverse magnitude of effect, due to the proximity of the site. Residents further north on Fen End Lane will experience a medium to low adverse magnitude of effect.

Residents on Burr Lane (Viewpoints 07, 08 and 09)

7.23 Residents to the west on Burr Lane currently experienced confined views restricted within the settlement. Residents to the east on Burr Lane also experience restricted views due to existing built form and linear boundary vegetation which blocks views south and west and towards the site.

7.24 Only a handful of residents centrally on Burr Lane to the north of the site experience limited views south towards the site, these however are only from driveway points or first floor windows and are heavily restricted due to existing mature garden boundary vegetation. The northern boundary of the site is unperceivable in these views as the arable fields roll into each other. The perception of built form of the Applegreen services currently experienced through and above vegetation that aligns the A1173 will be brought forward in these views.

7.25 Residents will experience a change in these limited views from arable fields to built form and substantial boundary buffer planting to the northern boundary of the site, that in time as the vegetation matures will blend into the linear vegetation which aligns the A16 and will help mitigate these views.

7.26 It is judged that these central residents on Burr Lane will experience a low - medium adverse magnitude of effect.

Users of the Local PRoWs

Users of PRoW Bridleway Spal 894/1

7.27 Receptors using PRoW Bridleway Spal 894/1 to the west of the site travelling north only experience limited views of the application site at the start of the PRoW close to the existing site entrance off the B1173. As the user travels north, views east are blocked by the existing vegetated bund along the western boundary of the site and views are focused north in the direction of travel. The existing bund will largely be retained, extended north and enhanced with native tree and shrub mix planting which will help to mitigate these views. A short section of the bund towards the south will be removed as part of the proposals to facilitate new pedestrian and cycle links into the site.

7.28 It is judged that due to the close proximity of the application site, the short period the view is experienced these receptors will experience a medium adverse magnitude of effect.

Users of PRoW Footpath Spal 17/1

7.29 Users of wider PRoWs to the west of the site such as PRoW Footpath Spal 17/1 that runs north south on elevated ground along the eastern side of the River Welland, will experience little to no change in their views due to the distance from the site, direction of travel, local flat topography, intervening vegetation and built form. The site is currently inconspicuous in views towards the east, the proposed built form within the site may be experienced through and above existing vegetation that aligns Barrier Bank and the B1173, however this will be viewed in context with the built form of the Applegreen Services currently visible through and above existing vegetation.

7.30 It is judged that receptors will experience little to no change in their views.

Users of the Local Road Network

7.31 The site currently has one access point off the B1173 to the south of the site, this will be retained and utilised as the site access and exit point.

Users of the A16

7.32 Travelling south on the A16 towards the site, views are controlled west by existing linear vegetation which aligns the western side of the road. Views into the site are only experienced as this vegetation reduces and ceases, views however are very much focused in the direction of travel south towards the busy roundabout at the Applegreen Services. Users will experience a change in views west from open arable fields to substantial shelter belt planting which is proposed to the eastern boundary of the site which, in time will form a continuation of the existing linear vegetation which aligns the A16 and will maintain and prolong the focus of travel south.

7.33 It is judged that users of the A16 will experience a medium adverse change on their views, however this will be for a limited period due to the direction and focus of travel and only as they pass the site.

Users of the B1173

7.34 Travelling east on the B1173 users currently experience limited glimpsed views into the site through existing immature vegetation within the grass verge along the B1173. Only where there is a gap in this vegetation are wider views experienced north particularly at the site entrance. Users will experience a change in their views as built form and associated car parking within the southern portion of the site will be present in views. The existing site entrance is currently closed by a gate and only used for agricultural access into the site. The current access will be maintained and utilised as part of the proposals, users will experience an increase vehicular movement in and out of the site at this point. The existing vegetation along the B1173 will be retained and enhanced by substantial boundary vegetation to the southern site boundary, internal native tree, native hedgerows with native hedgerow trees and mixed shrub planting will also help to mitigate views north and north east.

7.35 Verified views have been created to visually demonstrate the impact of the proposals. As shown in Verified View VP003 (Appendix E) taken at the existing entrance to the site off the B1173. The proposed built form will be visible through the existing linear tree rows which align the B1173 which will be enhanced with mixed native tree, native hedgerows with native hedgerow trees and mixed planting to the southern boundary of the site. This vegetation enhancement will help mitigate views of the built form.

7.36 It is judged that users of the B1173 will experience a medium adverse change on their views, however this will be for a limited period due to the direction and focus of travel and only as they pass the site.

Users of Burr Lane

7.37 Users of Burr Lane to the north of the site travel in an east or west direction on a narrow road which focuses views east west. Views to the south and south east towards the site are only experienced for a short section. Users will experience a change in views to the south and south east for this short section, the perception of the built form of the Applegreen Services currently visible above and through gaps in the vegetation that aligns the B1173 will be brought forward in the view. The substantial buffer planting proposed along the northern boundary of the site will soften views of the built form and will be seen as a continuation of the linear shelter belt planting that aligns the A16 and property boundaries to the east.

7.38 It is judged that users of Burr Lane will experience a medium to low adverse change on their views due to the focus and direction of travel and that views are only experienced for a short section of the route.

Visual Receptor	Sensitivity	Construction Effects	Operational Effects
Residential Receptors on Fen End Lane to the north west	High	High to Medium	Medium
Residential Receptors to the north off Burr Lane	Low to Medium	Medium	Low
PRoW Users Users of PRoWs Bridleway Spal 894/1 to the west	Medium to low	Medium to High	Low
PRoW Users Users of PRoWs Footpath Spal 17/1 further west along the River Welland	Low	Low	Low - Negligible
Road Users A16 to the east	Low	Medium to Low	Low
Road Users B1173 to the south	Low	Medium to Low	Low
Road Users Burr Lane to the North	Low	Medium to Low	Low

8 Summary and Conclusions

8.1 This Landscape and Visual Appraisal has been prepared by Influence Landscape Planning and Design Limited, a chartered Landscape Architecture and Environmental Planning practice. It is prepared in support of a proposal for the construction storage or distribution units (Class B8) with ancillary office units, situated approximately 1.5km south of Spalding, Lincolnshire.

8.2 The proposals are for:

- Construction of storage or distribution units (Class B8) with ancillary office accommodation and internal roads and car parking to support the intended function of the site on land which is allocated for B1, B2 and B8 uses with some ancillary A3 and A4;
- Retained access off the B1173 to the south of the site utilised as part of the development proposals;
- Existing trees and grassland to the west of the site will be retained to create an accessible amenity space, enhanced with native tree, shrub and hedgerow planting and a circular route for pedestrian access.
- PRoW Spal 894/1 within the western portion of site retained and enhanced with new native mixed planting and will connect into new pedestrian and cycle links providing opportunities within the local area for sustainable travel;
- Utilise existing drainage features on site where possible and create of new swales/ditches and attenuation basins as part of the SUDs strategy to sustainably manage water on site;
- Substantial landscape enhancements within the site aiming to retain, protect and enhance existing trees and vegetation where possible. Incorporation of new mixed native tree, shrub, hedgerow and wildflower/grassland planting to enhance site boundaries and improve green connectivity across the site and wider surrounding landscape;
- Improved ecological enhancements through habitat creation, green corridors forming connectivity into the local surrounding area;
- Inclusion of a 50m 'no development zone' from the site boundary in the north-western corner (adjacent to Fen End Lane) and that units proposed within 100m of Fen End Lane will not exceed 15m ridge height above finished floor levels. The overall development will have a maximum height of 21m above finished floor levels. This is shown on the accompanying Parameters Plan 22119-UMC-ZZZZ-SI-DR-A-0604-P02.

Potential Impact on Landscape Character

8.3 The landscape character description sets out in the South Holland Strategic Capacity Study Settled Fens LCT judges the landscape sensitivity to be low to negligible, however some of the characteristics described are not applicable to the site:

- There are few long distance views towards and into the site due to local flat topography, intervening ribbons of vegetation which align main road routes such as the A16, large areas of settlement such as Spalding to the north, smaller village settlements scattered throughout the landscape and sporadic properties and farm steads found along linear road routes;

- The site has some characteristics that relate to those identified within the LCA such as flat topography and arable farmland, however the site has no distinctive landscape features and is typical of this local agricultural landscape.

8.4 The proposals are wholly within the confines of the existing field boundaries, conserving the field pattern and vegetated boundaries where possible. Significant shelter belt planting will be incorporated to the site boundaries which, in time as the planting matures will connect and extend existing vegetation forming connectivity into the local surrounding area.

8.5 There are limited impacts overall on the wider study area, from many locations the proposals will not be appreciated at all and although this is a visual aspect it is part of the overall feature of this busy, active, agricultural landscape.

8.6 Overall, given the character of this agricultural working landscape large scale shed development is not an uncommon feature, it is anticipated that there will not be a significant adverse impact on the wider landscape of the study area.

Potential Impacts on Visual Character

8.7 Potential visual receptors identified are:

- Residents on Fen End Lane to the north west and off Burr Lane to the north (Viewpoints 06, 07, 08 and 09);
- Road users particularly A16 to the east, B1173 to the south and Burr Lane to the north (Viewpoints 05, 01, 03 and 06);
- Users of Local PRoWs, Bridleway Spal 894/1 within the western portion of the site and Footpath Spal 17/1 further west of the site along the River Welland (Viewpoints 04, 06, 11, 12 and 13).

8.8 The majority of the assessed visual receptors listed above are judged to have impacts varying from negligible to medium/high. Those which are assessed to have the greater degree of impact are residents within the southern section of Fen End Lane to the north west of the site, residents along Burr Lane to the north the site and users of PRoW Spal 894/1 within the western portion of the site.

8.9 Residents within the southern section of Fen End Lane will experience the greatest impact due to their proximity to the site. It is anticipated that views will only be experienced through gaps in rear boundaries or from first floor windows. Majority of the boundary visual landscape features such as boundary vegetation will be retained and enhanced where possible. A small group of trees within the north west section of the site will require removal to facilitate the development, however significant shelter belt planting in particular to the western boundary on an elevated bund and the northern boundary and native tree, shrub and hedgerow planting is proposed throughout the site which, in time as the planting matures will mitigate any views into the site.

8.10 As part of the development proposals a 50m 'no development zone' from the site boundary in the north-western corner (adjacent to Fen End Lane) has been incorporated and the units proposed within 100m of Fen End Lane will not exceed 15m ridge height above finished floor levels. The overall development will have a maximum height of 21m above finished floor levels. This is shown on the accompanying Parameters Plan 22119-UMC-ZZZZ-SI-DR-A-0604-P02.

8.11 Views experienced south from residents on Burr Lane to the north are limited due to established dense garden vegetation which forms the garden boundary with Burr Lane. The development will bring forward built form in these views but will be seen in context with the built form of the Applegreen Services which is visible to the south amongst the vegetation that aligns the B1173. During the construction period residents may experience construction machinery/vehicles moving within the site and construction works from these properties, this however will not be seen as uncommon in this active agricultural landscape. The construction works will be temporary during the construction period and will reduce once the site is operational. As significant boundary vegetation matures along the northern boundary of the site it will mitigate and reduce any potential impacts.

8.12 Users of PRoW Spal 894/1 within the western portion of the site will experience disruption during the construction period and a visual change upon completion of the works from an arable field to three storage/distribution units with associated ancillary buildings and road networks but only for a short section of the PRoW to the south at the site entrance. Existing features of the visual landscape will largely remain including the existing site entrance, boundary vegetation and the existing bund along the western boundary. A short section of the bund to the south with be removed to facilitate new pedestrian and cycle access into the site and link into further pedestrian routes providing sustainable transport opportunities within the local area.

8.13 Views of the site from wider PRoWs to the west are limited, users of these elevated PRoWs may experience construction works above the Applegreen Services and existing vegetation. This will be temporary and will not be seen as out of context in this active agricultural landscape and once the site is operational it is envisaged that views east towards the site will not be changed.

8.14 The development proposals will not be seen as out of context as there are a number of industrial units and large-scale agricultural developments present in this landscape which are not insignificant such as Spalding Power Station and the recently completed glass houses off Clay Lane. These tend to be concentrated along major road networks such as the A16 corridor and are a common feature in this local active landscape.

8.15 Overall, the effects from the proposed development, which is set in a busy working landscape are experienced by few sensitive receptors. There are some particularly sensitive visual receptors, in very limited locations, who, at worst, will experience a high to medium degree of change during the short construction phase, however this reduces once the site is operational.

9 References

Communities and Local Government, 2021, *National Planning Policy Framework*

Council of Europe, 2004, *European Landscape Convention*

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