

APPENDIX 4

LANDSCAPE AND VISUAL EFFECTS

View From/Visual Receptor	Quality	Sensitivity	Character of Existing View	Impact/Effect	Construction Phase Magnitude	Operations Magnitude of Effect	Operations and Construction Significance of Effect
1. Stour Close Bowls Club (C)	Medium	Medium	Views from edge of Harwich overlooking Ramsey Creek Valley. Views to Stour Estuary, oil refinery and Felixstowe docks on skyline. Container Terminal (white building) adjacent to site is visible in view. Much of Harwich passenger terminal is hidden from view by low hill of Ramsey Ray. View is predominately rural, arable landscape with gappy hedgerows and occasional hedgerow trees.	<ul style="list-style-type: none"> Mitigation planting to the west of the site will reinforce existing vegetation, filtering views to container storage areas. However a significant proportion of the development will remain visible. In particular the quayside cranes will intensify the current intrusive effects of cranes at Felixstowe. The upper portions of the larger port buildings may be apparent 	Moderate Views limited to small number of properties on the edge of Upper Dovercourt due to the orientation of properties, topography and existing vegetation. Views are elevated, oblique and medium distance. The development would be seen set within a foreground of rural landscape. It would not introduce a new element into the landscape, as there are existing views of Felixstowe and Parkeston cranes and lighting. However it will intensify port influences/character in this area and result in the loss of views to the water which currently visually separates Felixstowe from Harwich. Activity on the water during construction and the construction of the quay wall would be partially visible, however the quayside cranes and container stacking area RTG's will be visible above the existing tree line. The upper portions of larger port buildings may also be visible.	Moderate Views to containers in storage area, increased vehicular traffic on A120, movement of cranes (quay, RTG cranes and night lighting).	Moderate
2. Lunnish Hill (F)	High	High	Elevated view from public highway across Ramsey Creek valley towards site in far distance. Predominately rural view across arable fields and to more wooded north facing valley sides. Low hill at Ramsey Ray screens views to oil refinery and Parkeston Quay. Cranes at Felixstowe Docks visible in far distance on skyline.	<ul style="list-style-type: none"> Mitigation planting to the west of the site will reinforce existing vegetation, filtering views to container storage areas. However a significant proportion of site will remain visible. In particular the quayside cranes will be apparent and the upper portions of the larger port buildings may be apparent. 	Slight Distant views to site although development will intensify port activity bringing it closer into the rural valley of Ramsey Creek. The existing skyline of the historic port of Harwich will be obscured by quayside cranes and RTG cranes which will be visible rising above the existing vegetation within Ramsey Creek. Dredging activity and construction of the quay wall	Slight Views to containers in storage area. Movement of cranes on site will not be discernible due to distance of view. Night lighting will be noticeable, intensifying the existing night light effects from Felixstowe port, oil refinery and Parkeston.	Moderate – minor

				will not be visible.					
3. North Ness Farm (C)	High - medium	High - medium	Elevated views across Stour Estuary to Harwich and developed southern shores. Foreground comprises attractive rural landscape with hedgerows and trees. Views to oil refinery, Parkeston Quay influence character of view. Site is visible in distance forming foreground to Harwich. Buildings of Harwich are small scale and fine grained.	<p>The quay wall, quayside cranes, stacked containers and berthed vessels will be apparent rising above the skyline of Dovercourt and Harwich extending the intrusive character of Parkeston Quay. The upper portions of larger port buildings may also be apparent</p>	Moderate	Medium distance, elevated, oblique views to Bathside Bay development, in particular the dredging activity on the Stour, quay wall construction and large scale quay cranes and RTG cranes and larger port buildings will have a moderate adverse impact on this view. The quay wall will appear to narrow the expanse of water between this viewpoint and Harwich. The development will not introduce a new element into this view but will have a cumulative impact, intensifying the industrial port activities on the southern shores of the estuary. Discoloration of the water within the Stour, as a result of dredging, is also likely to be visible.	Moderate	Views of increased ship movements and movement of quayside cranes and RTG cranes loading and stacking containers. Views to containers in storage area when ships are not docked. Night lighting noticeable intensifying the existing night light spill from Parkeston, oil refinery and Harwich.	Moderate
4. South Shotley Cottage (F)	High - medium	High	View across Stour Estuary to Parkeston Quay, Bathside Bay mudflats and Harwich which forms the skyline. Landscape is typical rural character of Stour and Orwell Estuaries valley sides. Woodland screens views to Shotley. Cranes at Felixstowe seen on skyline.	<p>The western end of the development will be apparent in views dominated by quayside cranes and berthed vessels rising above the skyline of Dovercourt and Harwich. Larger port buildings, stacked containers and RTG cranes will be apparent, visible through the quayside cranes. The intrusive character of Parkeston Quay will be extended.</p>	Moderate	Medium/close, oblique and elevated views across Stour. Dredging activity in the Stour during construction and the erection of the quay wall and quay and RTG cranes will have a moderate adverse impact on this view. The development will not introduce a new element into this view but will have a cumulative impact, intensifying industrial port activities. The quay wall will extend the character of Parkeston across the southern shore of the estuary. Almost the entire length of the quayside will be visible; the large scale of the cranes and associated port buildings will give the appearance of bringing the	Moderate	Views of increased ship movements and turbidity of water. Movement of quayside cranes, and rail gantry cranes loading and stacking containers will be visible. Views of RTG crane movement and containers in storage area when ships are not docked. Night lighting noticeable intensifying the existing night light spill from Parkeston, oil refinery and Harwich.	Major – moderate

5. Rose Farm Cottages (F)	High - medium	High - medium	Close proximity views from edge of Stour Estuary across mudflats and water to Parkston Quay, Bathside Bay mudflats, Harwich, including the old port of Harwich and jetties at Shotley.	<p>The development will be clearly visible with views dominated by quayside cranes and berthed vessels rising above the skyline of Dovercourt and Harwich. Stacked containers, the upper portions of taller port buildings and RTG cranes will be apparent through the quayside cranes. The intrusive character of Parkston Quay will be extended.</p>	<p>Substantial</p> <p>Close proximity, level, and direct views to the water, changes in level to the site and the construction of the quay wall, port buildings and erection of quay and RTG cranes will have a substantial adverse impact on this view. The development will bring the horizon to the edge of the Stour Estuary, and views to the existing skyline of Harwich town will be lost. The large scale of the cranes will give the impression that the development is closer than it actually is. Although not an entirely new development in this view (existing views to Parkston), the proximity and level of view results in substantial impact.</p>	<p>Substantial</p> <p>Views of increased ship movements and turbidity of water. Movement of quayside cranes, and RTG cranes loading and stacking containers will be visible. Night lighting noticeable intensifying the existing night light spill from Parkston and Harwich.</p>	Major
6. Cockle Creek (F)	Medium	High	Close proximity views from edge of Stour Estuary across water to Parkston Quay, Bathside Bay and Harwich. Old port of Harwich seen beyond jetty at Shotley.	<p>The quayside wall, cranes, stacked containers, port buildings and RTG cranes and berthed vessels will be clearly visible at relatively close range, masking the skyline of Dovercourt and Harwich.</p>	<p>Substantial</p> <p>Close proximity, level, and direct views to development. Dredging activity on Stour, turbidity of the water, changes in level to the site and the construction of the quay wall and erection of cranes and buildings will have a substantial adverse impact on this view. The development will bring the horizon to the edge of the Stour Estuary, and views to the existing skyline of Harwich town will be lost, with the exception of the old part of the town which will still be visible although significantly dwarfed by the Bathside Bay development. The large scale of the cranes will give the impression that the development is closer than it actually is. Although not an entirely new</p>	<p>Substantial</p> <p>Close proximity views of increased ship movements and turbidity of water. Movement of quayside cranes, and RTG cranes moving containers in storage area when ships are not docked. Night lighting noticeable intensifying the existing night light spill from Parkston and Harwich.</p>	Major

				development in this view (existing views to Parkeston), the proximity and level of view results in substantial impact.			
7. Shotley Promenade (F)	Medium	High	Views from waterfront at Shotley across water with direct views into Bathside Bay. Parkeston Quay cranes to right of picture and old Harwich port to left. Jetties at Shotley form the foreground to the view.	<p>Substantial</p> <p>The quayside wall, cranes, stacked containers, port buildings, RTG cranes and berthed vessels will be clearly visible at relatively close range, masking the skyline of Dovercourt and Harwich.</p> <p>Substantial</p> <p>Close proximity, level, and direct views to development. Dredging activity on Stour, turbidity of the water, changes in level to the site and the construction of the quay wall, port buildings and cranes will have a substantial adverse impact on this view. The development will bring the horizon to the edge of the Stour Estuary, creating a near horizon and views to the medium distance wooded skyline of Harwich town will be lost. The large scale of the cranes will give the impression that the development is closer than it actually is. Although not an entirely new development in this view (existing views to Parkeston), the proximity and level of view results in substantial impact extending the Parkeston character across the front of this view.</p>	Substantial	Close proximity views of increased ship movements and turbidity of water. Docking of ships will bring the edge of development closer to this viewpoint. Movement of quayside cranes, loading and stacking containers will be visible. Views of RTG crane movement, rail gantry cranes and containers in storage area. Night lighting noticeable intensifying the existing night light spill from Parkeston and Harwich.	Major
8. Shotley Marina Entrance (F) (C) (P)	Medium	High	Panoramic views from waterfront to Felixstowe docks, old Harwich town, Bathside Bay and mudflats and Parkeston Quay. Felixstowe docks are further away from this viewpoint than the site and yet appear closer due to the scale of the ships and cranes.	<p>Substantial</p> <p>The quayside wall, cranes, port buildings stacked containers, RTG cranes and berthed vessels will be clearly visible at relatively close range, masking the skyline of Dovercourt and Harwich. The small boat harbour and Fisherman's store will also be apparent</p> <p>The development will highlight the relatively undeveloped Harwich harbour in the view framed by The Port of Felixstowe to the east and development at Bathside Bay to the west.</p>	Substantial	Close proximity views of increased ship movements and turbidity of water. Docking of ships will bring the edge of development closer to this viewpoint. Movement of quayside cranes, loading and stacking containers will be visible. Views of RTG crane movement, and containers in storage area when ships are not docked. Night lighting noticeable intensifying the existing night light impact from Felixstowe Port, Parkeston and Harwich.	Major

				<p>Mitigation planting to east of site will be visible from this view separating the port from Harwich.</p>	<p>which extends out on a promontory opposite this viewpoint will remain visible, however the old buildings will appear small and insignificant in the view which will be dominated by the Bathside Bay development. The large scale of the cranes will give the impression that the development is closer than it actually is. Although not an entirely new development in this view (existing views to Parkeston and Felixstowe), the proximity and level of view results in substantial impact intensifying the port activity and character across the front of this view.</p>				
9. Trimley Marsh (F)	High - medium	High	<p>Views across Orwell Estuary to Shotley and Harwich on skyline. Foreground consists of mudflats and marsh areas of Trimley Marsh above which the cranes of Felixstowe docks tower, dominating the view.</p>	<p>The eastern end of the development will be apparent. In particular the quayside cranes and berthed vessels will be visible masking the skyline of Harwich. Rising land on Shotley peninsula will screen part of the development and its operations. The small boat harbour and associated mounding and Fisherman's store will not be perceptible but its separating function will be noticeable.</p>	Slight	<p>Distant, level views to site. Dredging activities, construction of quay wall and erection of cranes will have a slight impact on this view due to distance and the dominance of foreground views. The wooded skyline of Dovercourt would be lost and the cranes would form noticeable elements in this view, intensifying the impact of those at Felixstowe and extending the port character across a wider area, albeit in the distance.</p>	Slight	<p>Views to increased ship movement and any significant movement by the quayside cranes. Small movements of containers loading and stacking will not be discernible in this distant view. Night lighting noticeable intensifying the existing night light spill from Felixstowe Port, Parkeston, Shotley and Harwich.</p>	Minor
10. Trimley Marsh (F)	Medium	Medium	<p>Views across reed and marsh areas to Shotley and dominant cranes of Felixstowe docks. Beyond these is the site and Harwich which forms the distant horizon.</p>	<p>The eastern end of the development will be apparent. In particular the quayside cranes and berthed vessels will be visible masking the skyline of Harwich. Rising land on Shotley peninsula will screen part of the development and its operations. The small boat harbour and associated mounding and Fisherman's store will not be perceptible but its separating function will be noticeable</p>	Slight	<p>Distant, level views to site. Dredging activities, construction of quay wall and erection of cranes will have a slight impact on this view due to distance and the dominance of foreground views. The wooded skyline of Dovercourt would be lost and the cranes would form noticeable elements in this view, intensifying the impact of those at Felixstowe and extending the port character across a wider area, albeit in the distance.</p>	Slight	<p>Views to increased ship movement and any significant movement by the quayside cranes. Small movements of containers loading and stacking will not be discernible in this distant view. Night lighting noticeable intensifying the existing night light spill from Felixstowe Port, Parkeston, Shotley and Harwich.</p>	Minor

11. North of Searson's Farm (F)	Medium	Low	Views across the eastern Orwell valley sides above Felixstowe docks. Views are dominated by the foreground of cranes and containers at Felixstowe docks with only glimpses beyond to Harwich and the site.	<ul style="list-style-type: none"> The quayside cranes and berthed vessels will be apparent in the background viewed through the cranes at Felixstowe. 	Slight Medium distance, elevated views over the top of existing Felixstowe port. Dredging activities and the construction of the quay wall would not be visible. The erection of the quay cranes would be visible occurring between the existing cranes of Felixstowe intensifying the number visible from this viewpoint.	Slight Views to significant movements by the quayside cranes loading and unloading. Otherwise activity on the site is screened by foreground of Felixstowe Port. Night lighting noticeable intensifying the existing night light spill from Felixstowe Port.	Minor
12. Fagbury Cliff (F)	Low	Low	Views from former edge of estuary valley side across Felixstowe docks. Glimpses to Harwich and site beyond but views are dominated by the scale of cranes and containers at the docks.	<ul style="list-style-type: none"> The quayside cranes and berthed vessels will be apparent in the background viewed through the cranes at Felixstowe 	Slight Medium distance, elevated views across Felixstowe Port. Filtered views to dredging activities and the construction of the quay wall will be possible particularly when ships are not docked. The cranes along the quay will be visible at all times intensifying the existing character of this view. However the foreground views are so dominant that the construction of Bathside Bay will not be especially discernible.	Slight Views to ships docking and significant movements by the quayside cranes loading and unloading containers. Otherwise activity on the site is screened by foreground of Felixstowe Port, particularly when ships are docked. Night lighting noticeable intensifying the existing night light spill from Felixstowe Port.	Minor

13. Ramsey Creek (C)(P)	Medium	Medium	Views along Ramsey Creek and shallow valley. Valley floor is open and predominately arable. Vegetation is concentrated on valley sides and golf course in distance. Oil refinery is visible above trees, as is the crane at Parkeston Quay. The cranes at Felixstowe docks are barely seen above the trees due to the low elevation of this view and the distance from Felixstowe. There are glimpses to the town of Harwich.	<ul style="list-style-type: none"> The quayside cranes would be visible rising above intervening tree cover. 	Moderate Medium – close distance, level views. Only erection of quay cranes will be clearly visible in this view, seen breaking the skyline above the valley floor vegetation. Dredging activities and the construction of the quay wall will not be visible.	Moderate Views to significant movements by the quayside cranes loading and unloading. Night lighting noticeable intensifying the existing night light spill from Parkeston, Harwich and Felixstowe.	Moderate
14. Royal Hospital School	High	High	Views across the Stour Estuary. Tranquil rural scene of arable valley sides, mud flats and expanse of water. Cranes of Felixstowe docks and oil refinery are visible in the distance.	<ul style="list-style-type: none"> The upper portions of the quayside cranes would be visible. 	Slight Distant, elevated views. Erection of quay cranes will be visible in this view breaking the skyline. The distance of this view from the site results in no views to dredging activity and the construction of the quay wall and other crane structures on site.	Slight Views to significant movements by the quayside cranes loading and unloading. Views of increased ship movements and docking. Night lighting noticeable intensifying the existing night light spill from Parkeston, Harwich and Felixstowe.	Minor
15. Harkstead (C)	Medium	High	View from Coastal Sandings landscape character unit across gently undulating landscape. Predominately arable landscape with significant vegetation in the form of hedgerows, hedgerow trees and woodland. Cranes of Felixstowe docks barely visible on the skyline and glimpses of Parkeston Quay are possible through vegetation.	<ul style="list-style-type: none"> The upper portions of quayside cranes will be visible. 	Slight Distant, elevated and filtered views. Erection of quay cranes will be visible above existing vegetation that significantly filters views to the development. There will be no views to dredging activity, the construction of the quay wall and other crane structures on site.	Slight Views to significant movements by the quayside cranes. Night lighting noticeable intensifying the existing night light spill from Parkeston, Harwich and Felixstowe.	Minor
16. Kingsland, Shotley (F)	Medium	High	Views from residential edge of Shotley across open arable fields. Cranes at Felixstowe docks are clearly visible on skyline as are the cranes at Parkeston Quay.	<ul style="list-style-type: none"> The quayside cranes would be visible rising above local tree cover. 	Slight Medium distant, elevated and filtered views. Erection of quay cranes will be visible above existing	Slight Views to movements by the quayside cranes loading and unloading, and docking	Moderate – minor

			Harwich/Dovercourt is visible in distance.			<p>vegetation extending and intensifying the existing views of cranes at Parkeston and Felixstowe. Views to Harwich/Dovercourt will be lost. There will be no views to dredging activity, the construction of the quay wall and other crane structures on site.</p>	<p>of ships. Views to containers in storage area. Night lighting noticeable intensifying the existing night light spill from Parkeston, Harwich and Felixstowe.</p>	
17. Loompit Lake (F)	High	High	Views southwards down Orwell Estuary towards Shotley. Shotley Martello tower is visible on the skyline. Valley sides and vegetation screen views to Felixstowe docks and Harwich. Rural, tranquil and unspoiled scene. Estuary used heavily by sailing boats.	<p>The upper portions of quayside cranes would be visible above rising ground and vegetation at Shotley.</p>	Moderate	<p>Distant, level views. Dredging activity and the construction of the quay wall will not be visible due to existing landform and promontory of Shotley. Erection of quay cranes will be visible above Shotley, breaking the skyline. Although they will be seen as faint elements in the distance they will introduce a new industrial element into this unspoilt landscape.</p>	<p>Moderate</p> <p>Views to significant movements of Quayside cranes and movement and docking of ships. Night lighting noticeable intensifying the existing night light spill Harwich.</p>	Moderate – minor
18. Landguard Fort viewing area (F)(C)	Medium	Medium	Views across wide expanse of water of Harwich Harbour to Felixstowe docks, Shotley headland and Harwich. Cranes of Felixstowe dominate the scene, Harwich town looks small in comparison, its skyline landmarks (Church spire and Tall Light House) are dwarfed by comparison. Crane at Parkeston Quay visible in distance above Harwich.	<p>The quayside cranes would be visible rising above the skyline of Harwich. The upper portions of taller buildings in the port may be apparent. The stacked containers will be screened by the town from this low level deflected view.</p>	Moderate	<p>Medium distant, oblique views. Dredging activities and the construction of the quay wall will not be visible. The erection of the quayside cranes and upper portions of the taller port buildings will be visible above Harwich town obscuring a portion of the existing town skyline and key landmark features. The oblique nature of this view results in the cranes looking close together and is likely to increase their visibility as a more solid line of structures. They will intensify the port character of this area and will not extend beyond the town's church spire.</p>	<p>Moderate</p> <p>Views to significant movements of Quayside cranes and increased movement of ships. Night lighting noticeable intensifying the existing night light spill from Parkeston, Harwich and Felixstowe.</p>	Moderate – minor

<p>19. The Hanging s (Path No. 44) (C, F and P)</p>	<p>Medium - Low</p>	<p>Medium (Medium-High for residential properties)</p>	<p>Elevated view of Bathside Bay from The Hangings, representative of views from the public footpath and from the elevated portion of Dover Court settlement edge. Small riverside settlement of Shotley Gate visible between mature woodland across the river. To the west a large grain and cement store are visible and the gantry cranes at Parkeston Quay. To the east The Port of Felixstowe and associated quayside cranes and container vessels are apparent. Harwich Quay and Harwich itself are visible extending into the estuary. The rural landscape west of Trimley St Martin, along the River Orwell is visible in the centre of the view. The A120 is visible in the foreground.</p>	<p>The quayside cranes, RTG's, stacked containers, rail terminal and associated rail gantry cranes, parking areas logistics building and port offices will be apparent interrupting and masking views of Shotley Gate.</p> <p>In the longer term the proposed mitigation planting would assist in screening the lower portions of the container storage area and logistics operational area from view.</p>	<p>Substantial</p> <p>Close distance and elevated views of the site. Dredging and reclamation works will be visible. The erection of the quayside cranes will be apparent as a line of spaced elements interrupting the view to Shotley Gate and intensify the influence of the structures when viewed in conjunction with cranes at Felixstowe. The RTGs and train gantry cranes, mast lighting columns, operational port buildings and associated hardstanding areas will be visible. . . The formation of the buffer wetland will be apparent</p>	<p>Substantial</p> <p>Views to container storage area, lorry and car parking areas, additional crane movement at the quayside, within the container storage area and at the rail terminal will intensify the appearance of the port activity apparent at Felixstowe. Large scale vessels visible behind container storage area. Impact of night time lighting</p> <p>At 10 years</p> <p>Substantial – Moderate</p> <p>Establishment of planting in the buffer zone will screen the majority of views of stored containers and lower level port activities.</p>	<p>Substantial (particularly for overlooking residential properties)</p> <p>At 10 years</p> <p>Substantial – Moderate</p>
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20. Dovercourt and Bathside Farm (C and F)	Medium	Medium (Medium-High for residential properties)	View from footbridge over the railway line at Dovercourt Station. Representative of views from the fringe of the town, upper stories of settlement at and the eastern end of Dovercourt. Parkeston Quay visible in the distance with cranes, grain store building and passenger vessel apparent. To the south west the slightly elevated settlement of Parkeston is apparent. The A120 Phoenix over bridge is apparent and Coppers Wood on distant high ground. The extensive tree cover along the Hangings and the A120 are apparent extending along the settlement edge of Dovercourt. To the north the western edge of Shotley Gate is visible across the river. The shallow water and mud flats of Bathside Bay are visible in the foreground and to the east Harwich, backed by cranes at Felixstowe.	<p>The quayside cranes, RTG's, staked containers, rail terminal gantry cranes, logistics building open reclaimed land will be apparent interrupting and masking views of Shotley Gate.</p> <p>In the longer term the proposed mitigation planting would assist in screening the container storage area from view.</p>	Substantial Close elevated views of the site will be possible. Dredging and reclamation works will be apparent. The erection of the port buildings, lighting masts, quayside cranes, rail terminal cranes and RTGs will be apparent interrupting the view to Shotley Gate. . . The formation of the buffer wetland will be apparent.	Substantial Views to container storage area, lorry parking areas and additional crane movement in the landscape intensifying activity apparent at Felixstowe. Large scale vessels visible behind container storage area. Impact of night time lighting	Substantial At 10 years Substantial – Moderate

21 Hanwich Quay (C)	Medium	Medium	This view is representative of views from the northern edge of Hanwich. To the west Parkeston Quay is apparent marked in the distance by gantry cranes, with the former train ferry gantry and Trinity House Pier in the foreground. To the north Shotley Gate is apparent across the river and to the east and docking cranes and vessels at The Port of Felixstowe	The eastern end of the development would be clearly visible at close range with a line of quayside cranes. The container storage area would be visible above the screen mound and associated tree cover and across the new small boat harbour in the foreground. Berthed vessels would be apparent a close range. The logistics building will be distant but visible to the south behind tree planting and the screen mounding	Substantial Oblique and close – medium distance views of the development will be possible. The reclamation and dredging works will be apparent. The quayside cranes will appear as a near solid wall as the cranes will be viewed in echelon with Parkeston Quay screened from view. The screen mound and associated Fisherman's Store building will be apparent and tree planting around the small boat harbour.	Substantial At 10 years Substantial – Moderate
22 Hanwich docking area (C)	Low – Medium for views towards the town and Medium from the town to the site	Low for views towards the town from this point but high for residential properties and the towns streets viewing towards the site	View from footpath west of Hanwich over Gas House Creek. The light industrial buildings of Trinity Light House, at the northern edge of Hanwich, are visible and semi derelict land uses on the creek edge. Cranes at The Port of Felixstowe are apparent and Shotley Gate partly masked by the train ferry gantry crane and berth. To the west and out of this view lies Parkeston Quay	The proposed small boat harbour enhancement works to the west would be apparent and the loss of the berthing area for the train ferry gantry.	Moderate Beneficial The formation of the small boat harbour will provide an improved immediate edge to the town. Views from the town to the site are addressed in view 21, 37 and 44.	Moderate Beneficial
23 The Vineway (C)	Medium - Low	Medium - Low	View typical from elevated settlement at Dovercourt. Parkeston Quay visible including gantry cranes, passenger vessel to the north west. To the north east the A120 Phoenix overbridge and grain and cement store are visible in the foreground backed by Shotley Gate. Cranes at The Port of Felixstowe are apparent.	Quayside cranes, stacked containers, RTGs, the rail terminal gantry cranes, mast lighting and upper portions of port buildings will be visible. The proposed planting, will screen portions of the development from view removing the cluttered quayside floor from view. The upper portions of cranes, taller port buildings, mast lighting and berthed vessels would be apparent.	Moderate Close – medium distant views of the development will be apparent. The quay side cranes will be visible interrupting views to Shotley Gate and intensifying the existing effects of Parkeston Quay. Rail gantry cranes and RTG's will also be visible	Moderate At 10 years Moderate

24. Bathside Bay (context)	Medium	Medium	View showing the context of Bathside Bay and typical character of bay itself. To the south the elevated visible settlement edge of Dovercourt and The Hangings extending to the west with less extensive visible settlement overlooking the bay. To the west Parkeston Quay is visible extending into the river marked by cranes and to the east properties at Bathside Bay.	NA	NA	NA	NA
25. The Guard (Context)	Medium - Low	Low	View east towards Felixstowe from Harwich beach. To the north Harwich Harbour pier is visible and associated building. To the east the cranes and dock side vessels at Felixstowe.	NA	NA	NA	NA
26. Marine Parade (Context)	Medium	Low	View north east from the 'front face' of Dovercourt. Beacon Cliff, and Cliff Park are apparent marked by mature tree cover. In the background The Port of Felixstowe is visible and Landguard Point.	NA	NA	NA	NA
27. Harwich Conservation Area (Context)	High	Low	View north along West Street from within the Harwich Conservation area focusing on Shotley Gate. Certain properties including listed buildings have views to the west and the development.	NA	NA	NA	NA
28.	Low	Low -	View towards Parkeston illustrating	Moderate - Substantial	Moderate - Substantial	Moderate - Substantial	Moderate - Substantial

Parkeston Fringe (C)	Medium	the direct and oblique views from properties. These properties view east towards Harwich over new public open space and vacant 'fringe' land east of Parkeston Village. ... Harwich is visible above the flood defence bund around the bay with quay side cranes of Felixstowe. The visible, elevated settlement edge of Dovercourt is apparent punctuated by mature tree cover along The Hangings and rising above the settlement at Beacon Hill.	The quayside cranes, stacked containers, RTG's, rail terminal cranes, lighting masts port buildings and berthed vessels will be clearly visible, masking the skyline of Harwich. Proposed planting will screen the views of the quayside floor removing the clutter from view leaving the upper portions of cranes and containers and RTGs apparent.	Close range views of the development would be apparent. The reclamation activities would be visible. The quayside cranes would be evident viewed in echelon extending towards Harwich which is apparent as a low settled skyline in the view. Port buildings would be visible interrupting the skyline. The proposed screen planting would be apparent in the foreground...	Incoming freight trains would be apparent arriving at the terminal and operating cranes would intensify the impact of the development At 10 years Moderate	At 10 years Moderate
29. View from footpath west of Phoenix Bridge A120 (F)	Low-Medium	Views along A120 towards Harwich reveal glimpses of the town's church spire and the tall light house and the upper portions of the built fabric of the town. In instances these elements appear above buildings in the foreground in others elevated looking across the bay providing a view to the peninsula which are more sensitive.	Views of the site will be possible. The port office, port gateway and logistics building will all be visible to the south and other port buildings to the north rising above the elevated portion of the A120 at the Phoenix overbridge. The upper portion of RMG's and RTG's, container storage area will be evident in the background as a constant backdrop with spaced lighting masts and quayside cranes evident. The proposed planting aligning the rail line and the A120 at the overbridge will in time screen lower portions of the port.	Moderate – Substantial	Moderate	Moderate – Substantial At 10 years Moderate – Substantial
30. View north down Kingsway (C) (F)	Medium – High	Views along the approach road to the station from the Conservation Area (representative view) reveal the Stour Estuary and Shotley peninsula interrupted by the station building	Views of the site will be possible from looking north. The A120 buffer will be evident and the tree avenue around the A120 roundabout. The upper portion of RMG's and RTG's, container storage area and Quayside cranes will be evident. The A120 buffer has been designed to screen and filter views to the lower and middle portions of the port over time.	Moderate - Substantial	Moderate	Moderate – Substantial At 10 years Moderate – Substantial
31. View	Medium	Views along the approach road to	Views of the site will be possible from	Moderate	Moderate	Moderate – Substantial

north down Station Road (C) (F)	High	the station into the Conservation Area (representative view) reveal the Stour Estuary and Shotley peninsula and in the middle ground reclaimed grassland and the A120	looking north. The A120 buffer will be evident and the tree avenue around the A120 roundabout. The upper portion of RMG's and RTG's, container storage area and Quayside cranes will be evident. The A120 buffer has been designed to screen and filter views to the lower and middle portions of the port over time.			At 10 years Moderate – Substantial
32. View west along Main Road (context)	Low-Medium	View along main approach road to Harwich from Dovercourt focusing on the Conservation Area.	Oblique glimpse / intermittent views to the upper portions of the ship to quayside cranes, and possibly RTG's, will be possible in lower portions/breaks in the built frontage to the north	Slight	Slight	Minor
33. View across Cliff Park (context)	Low-Medium	View of planned public park in the centre of the Dovercourt Conservation Area.	Glimpses of the quayside cranes of the port may be apparent from the edge of the part lying on the ridge of the peninsula	Slight – no effect	Slight	Minor
34. View along rail line/ Dovercourt Fringe (context)	Medium (High for residential properties)	Ref photo view point 20. Representative of views from the fringe of the town, upper stores of settlement at and the eastern end of Dovercourt and Victoria Hotel (listed). Parkeston Quay visible in the distance with cranes, grain store building and passenger vessel apparent. To the south west the slightly elevated settlement of Parkeston is apparent. The A120 Phoenix over bridge is apparent and Coppers Wood on distant high ground. The extensive tree cover along the Hangings and the A120 are apparent extending along the settlement edge of Dovercourt. To the north the western edge of Shotley Gate is visible across the river. The shallow water and mud flats of Bathside Bay are visible in the foreground and to the east Harwich, backed by cranes at	Views of the site especially from upper floors will be possible from housing looking north. The A120 buffer will be evident and the tree avenue along the A120 approach to Harwich. The logistics building and the upper portion of RMG's and RTG's, container storage area and Quayside cranes will be evident. The A120 buffer has been designed to screen and filter views to the port over time.	Substantial	Substantial	Substantial At 10 years Substantial

35.View from A120 towards Dovercourt (F)	Low - Medium	Medium – High for residential properties	Felixstowe. View along A120 at Bathside Roundabout. Properties backing onto rail line on Grafton Road and those on Ingestre Street look onto the railline and A120 respectively. Views extend over the bay and towards the Shotley Peninsula	Views of the site especially from upper floors will be possible from housing looking north. The A120 buffer will be evident and the tree avenue along the A120 approach to Harwich. The logistics building and the upper portion of RMG's and RTG's, container storage area and Quayside cranes will be evident. The A120 buffer has been designed to screen and filter views to the lower and middle portions of the port over time.	Moderate – Substantial	Moderate - Substantial At 10 years Moderate – Substantial
36.View along Stour Road	Low - Medium	Medium	View along former approach road to Harwich. Residential dwellings face east west with gable ends facing the bay. The existing PDI building is apparent in stretches. Views will be predominantly form upper floors of dwellings and from the public open space.	Oblique views of the site especially from upper floors will be possible from housing looking north. The A120 buffer will be evident and the tree avenue along the A120 approach to Harwich. The logistics building and the upper portion of RMG's and RTG's, container storage area and Quayside cranes will be evident. The A120 buffer has been designed to screen and filter views to the lower and middle portions of the port over time.	Moderate	Moderate At 10 years Moderate
37 . View towards eastern edge of Harwich (C)	Medium	Medium and High for Residential buildings and the edge of Harwich	View read in conjunction with photograph 38. The views from the properties visible from the edge of the town overlook the estuary and Gas House Creek and are generally recorded in viewpoint 21 and 44. The listed buildings on George Street, Church Street and West Street are apparent rising above adjoining buildings in the foreground. Other residential dwellings are also visible. Foreground buildings include the Trinity workshop, the railway sidings building,Haven House (offices) and a former public house.	Substantial	Substantial	Substantial At 10 years Moderate - Substantial

38. View across Gas House Creek towards Harwich (C)		See 37 above								
39. View across Gas House Creek towards Shotley (context)		See 22 and 37 above. The view illustrates the long view extending up to Parkeston marked by cranes which intensifies the potential sensitivity and quality of view								
40. Train Ferry Gantry (context)		Refer to photograph 21								
41. The Quay at Harwich (context)		Refer to photograph 21								
42. View south along Church Street (context)		The immediate setting of a number of listed buildings focuses on Church Street – a tight street with 2 and 3 storey buildings								
43. View north along Church Street (C)	High	The north south grain of the streets of Harwich is evident with views focusing on the Shotley peninsula	High	No effect	Sight	Minor				
44. View west from George Street (C) (F)	Low-Medium (street level) - High (views from residentialia)	The view illustrates the character of the 'working edge' of Harwich and the prospect of housing on George Street. The Trinity Lighthouse fenced compound is apparent and the Train Ferry Gantry and the estuary beyond. Views further west are open and partly screened by the station yard wall.	Medium (street level) - High - residential properties	Substantial	Substantial	Substantial	Substantial	At 10 years	Moderate – Substantial	

45. View north along Church Street (context)		ref photograph 43			No effect	Slight	Minor
46. View west along Golden Lion Lane (C) (F)	Medium	The lane is narrow channel by the tight built form of the lane and the view focuses over the existing PDI compound. This is the only east west lane to have an open view towards the site on the western edge of the town.		The operational port is therefore distance in this view and would focus on the screen planting to the east of the rail terminal with the logistics building some 800m distant.	Moderate	Moderate	Moderate At 10 years Moderate
47. View within graveyard of St Nicholas Church	High	St Nicholas church lies in the centre of Harwich surrounded by a pleasant graveyard with long views along King's Head Street.		Sectional analysis demonstrates that views to the quayside cranes would not be visible from this point. Views from the esplanade would however reveal the upper portions of the quayside cranes. The impact of lighting would be evident	No effect and Slight – Moderate from esplanade	Slight – Moderate	Minor – Moderate
48. View north across Harwich Green - adjoining Wellington Road	High	The Green has an open and dominant prospect south east to the coast. The Green is protected by a flood defence mound surmounted by a footpath. A number of large imposing houses face the space, which is the most significant public open space in the town.		Sectional analysis demonstrates that the very upper portion of the quayside cranes may be apparent in small glimpses above buildings of 8m or so from this point. Views from the esplanade would reveal upper portions of the quayside cranes. The esplanade already experiences views of Felixstowe and the Navy Yard area. The impact of lighting would be evident	Moderate	Moderate	Moderate
49. View east over St Helens Green (context)		The prospect of the green is open and dominant to the south east with a tight entrance to the built fabric of the town at the High Lighthouse – ref photograph 50. The space is less significant to the character of the town than Harwich Green adjoining Wellington Road					
50. View west	Medium	The lighthouse lies on the junction		Views to the site will comprise in the	Substantial	Substantial	Substantial

from High Lighthouse (C) (F)		High	of Main Road and West Street and is a marker within the town's Conservation Area. View towards to the north to the site are channelled along the approach road to the Harwich Station.	middle ground trees along the quayside of the Small Boat Harbour, deflected views over the screen mound adjoining the harbour and extending south, with distant views of the quayside cranes rising above tree cover. The upper portion of the container storage area and associated RTG's will be evident.			At 10 years Moderate - Substantial
51. View north from Harwich Station (C)	Low - Medium	Medium	The view extends to include a wide panorama of the site with no backdrop of Shotley Peninsula. The foreground is dominated by housing and light industrial units and commercial buildings at Bathside.	Direct views to the site will comprise in the middle ground trees along the quayside of the Small Boat Harbour, deflected views over the screen mound adjoining the harbour and extending south, with distant views of the quayside cranes rising above tree cover. The upper portion of the container storage area and associated RTG's will be evident. Extending west the upper portions of the logistics building will be evident and more expansive views of RTG's and RMG's and container storage areas. The impact of lighting would be evident	Substantial	Substantial	Substantial At 10 years Substantial
52. View west from Station approach (C) (F)	Low	Low - Medium	This view focuses on the existing Parkeston quayside channel by existing buildings	The port office and logistics buildings would be evident, stacked containers, RTG's and RMG's viewed in conjunction with the A120 buffer. The impact of lighting would be apparent	Slight	Slight	Minor At 10 years Minor
53. View from B1034 Frinton on Sea (C) (F)	Medium - High	Low - Medium	This view is typical of intermittent roadside views along the B1034 across Hamford Water and the intertidal landscape south of Dovercourt peninsula. The upper portions of quayside cranes at Felixstowe are evident at some 11km distant. The cranes are evident from this landscape extending to include the B1033 where the foreground comprises open farmland with dispersed and	The upper portions of the quayside cranes on the site will be evident rising above the Dovercourt peninsula and seen in combination with those at Felixstowe. All other elements will be in visual shadow. The impact of lighting would be perceivable.	Slight	Slight	Minor

54. View north from the Naze (C) (F)	Medium - High	Low-Medium	ribbon settlement rather than intertidal land.	This view is from the publicly accessible land on The Naze looking over open water of Pennyhole Bay. The distant cranes of Felixstowe are evident rising above the Dovercourt Peninsula and at the mouth to the estuary	The upper portions of the quayside cranes on the site will be evident rising above the Dovercourt peninsula and seen in combination with those at Felixstowe. All other elements will be in visual shadow. The impact of lighting would be perceivable.	Slight	Slight	Minor