

Landscape Character Types (LCTs)	LCT Description	Landscape Character Areas (LCAs)	LCA Description	Sensitivity of LCA
LCT 1: Waterfronts and dockyards	Historically a strong draw of activity, the waterfront and dockyards provide a concentration of activity and development often of an industrial scale, both through naval connections but also through trade of minerals such as china clay and as fishing ports. More recently smaller scale recreation has increased, creating a large leisure industry where individuals contribute to the character of the waterfronts.	LCA 1a: HMS Dockyard at Devonport	The character of the dockyard stems from historical naval uses and has been a transient area with a constantly developing character. The large-scale ships, docks and buildings create a very distinctive character in contrast to the surrounding LCT 5. Due to the changing nature of this LCT, it's sensitivity is Low.	Low
LCT 2: Tidal estuaries	A key part of the development of the surrounding land. Use of the estuaries by the local population has historically led to a great deal of change to their characteristics and features such as land reclamation and bridge construction.	LCA 2a: Broad tidal estuaries	The LCA comprises large expanses of open water which characteristically carry large warships, submarines, ferries, etc. which are fitting in the scale of the width of the Tamar at its mouth. The estuary has been subjected to change along large expanses of the waterfront with land reclamation, piers and the breakwater construction. This constant large-scale change throughout history leads to this LCA having a Medium sensitivity.	Medium
		LCA 2b: Inland rias	This contrasts to LCA2a in the smaller intimate scale of the rivers and tributaries. These are often used for recreation and are generally quieter in character and less exposed than the above. With the tidal influence they usually include areas of mudflats which in turn attract large numbers of wading birds and a variety of flora and fauna specific to this habitat. Due to this, the sensitivity of this LCA is High.	High
LCT 3: Parkland and landscapes	Large estates and remnants of estates often containing large areas of broadleaved woodland and plantations. Located on the waterfront with historically strong links to the water. Often centred around one large estate house with smaller cottages scattered throughout the grounds.	LCA 3a: Antony House	This LCA remains intact as a large well maintained house and formal grounds, as well as woodlands and plantations and some farmland. The character of this area is very strong in Devon and Cornwall with strong historical links of heritage and often strong community connections with the village of Antony, still a viable community located adjacent to the estate. Where the sensitivity would ordinarily be classified as High, due to the distance and intervening other LCAs, the sensitivity for this character area with reference to the Site, can be classified as Medium.	Medium
		LCA 3b: Mount Edgcumbe	This holds similar characteristics to LCA 3a in that it comprises of a large manor house, formal gardens, woodland and farmland. The estate which still owns a large area of the Rame Peninsula has strong local links - including with Antony House. The character of this area, which is largely open freely to the public, is that of public use, being a popular amenity space for residents of Plymouth and east Cornwall. Thus it acquires some of its character as a large public park in part. The character is already influenced by the Dockyards, with a strong clear presence across the Tamar, and Plymouth also provides a strong visual presence. There is also a determining character of the rurality from the Cornish surroundings. This area lies with the AONB and the sensitivity would ordinarily be classified as High, but due to the distance and intervening other LCAs, the sensitivity for this character area with reference to the Site, can be classified as Medium.	Medium
LCT 4: Rolling fields and farmland	Historical land use for farming has moulded and shaped the fields that exist today, with strong dominant hedge lines forming traditionally narrow deep lanes, banked by mature hedgerows. This created a tranquil atmosphere which contrasts to the proximity to LCT 1 and 5.	LCA 4a: Scattered small villages and hamlets located within rolling farmland	The farmland and hamlets within the study area are fairly typical of this LCT and have strong historical character as well as modern use of agricultural production techniques. These areas are invariably experienced from within as places of work with changing farming practices, therefore the sensitivity is Medium.	Medium
LCT 5: Urban environment	Having developed largely around water-based industries, the urban developments in these areas have created small but dense concentrations of population compared to the surrounding landscape. Characteristics are the steep slopes, valleys and ridges which have been retained within the urban environment.	LCA 5a: Plymouth and environs	Having developed around the naval history and waterfront trade this City has a very coastal based characteristic. High levels of bombing have resulted in a large amount of modern architecture which has contributed to a diverse character, which is continued today with contemporary development. Due to this continuing change the sensitivity is Low.	Low

		LCA 5b: Torpoint	Torpoint has developed with strong links with Plymouth. This smaller urban development is connected mostly with the ferry terminal which dominates the waterfront. Small industrial estates have developed on the outskirts forming a disorganised formation. Like LCA 5a there is a diverse character including some historical buildings and infrastructure - such as the ferry passage which is still extremely well used. Alongside this, modern developments have been disjunctly located within the urban area. Due to this lack of strong urban coherence the sensitivity is Low.	Low
		LCA 5c: Saltash	Saltash has developed from an historical small town which was strongly connected to Plymouth by the ferry crossing (now defunct). Historically this strong link with Plymouth, and the existing railway and road bridges, also contribute to it being a popular location for commuters. Numerous historical characteristics have been retained and the waterfront is still a key part of the community. This contributes to its character being of Medium sensitivity.	Medium

Landscape Character Areas (LCAs)	Sensitivity of LCA	Magnitude of Impact			Significance of Effect			Description
		Construction	Year 1	Year 15	Construction	Year 1	Year 15	
LCA 1a: HMS Dockyard at Devonport	Low	Low - Medium	High	High	Negligible - Minor	Moderate	Moderate	On commencement of the construction works there would be a beneficial effect arising from the removal of the debris and clutter. The area would be levelled and fenced, leading to a low adverse impact. As construction work on the EfW CHP facility progresses, the open nature of the site would become permanently altered leading to a medium impact. These activities are in keeping with the character of the dockyard, existing cranes and industrial machinery, and therefore this would not quite fit the scale with the landform and the pattern of the landscape. Upon completion the character of large industrial scale buildings would complement the existing dockyard and experience moderate changes in a localised area. It is considered that this building will be of a larger scale than some of those existing within the setting so the development would be out of scale with the landscape, but would fit the landform and quality. By year 15 further developments are highly likely to have occurred within the dockyard, thus integrating the development further into this setting and character area however it would still be out of scale with the landscape. This is taken into account by the use of strong design and the creation of a 'landmark' building.
LCA 2a: Broad tidal estuaries	Medium	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Due to the location of the site, set back from the estuary and within the dockyard setting, the tidal estuaries will not be affected. During construction, the regular docking of Royal Navy vessels adjacent to the site would continue during the construction period therefore there would be no discernible impact leading to a neutral effect. These dockings are transient in nature and the ships are subject to changing environments throughout their day to day existence and are therefore highly tolerant to changes in surrounding landscapes. Upon completion this LCA will suffer no adverse effect on the scale, landform and pattern of the landscape.
LCA 2b: Inland rias	High	High	Medium (Beneficial)	Medium (Beneficial)	Major	Major / Moderate (Beneficial)	Major / Moderate (Beneficial)	The character of Barne Brake and Weston Mill Lake will be affected by the demolition of existing culvert structures and the construction of the new bridge. This will have a major effect during the construction phase, which is significant. The intertidal banks will be reinstated as much as possible to their original condition and be cleared of litter. The works may have an impact on tranquillity through increased noise and traffic. By year 1, and increasingly into year 15, the clearance of the watercourses will immediately have a beneficial impact on the character of this LCA, leading to enriching the quality and characteristic features of this LCA.
LCA 3a: Antony House	Medium	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	There would be a negligible impact on the character of this LCA during construction and once the facility becomes operational. The EfW CHP facility would be visible as part of the wider dockyard complex. The construction and operation of the proposed development would cause no discernible deterioration or improvement to the existing landscape.
LCA 3b: Mount Edgcumbe	Medium	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	There would be a negligible impact on the character of this LCA during construction and once the facility becomes operational. The EfW CHP facility would be visible as part of the wider dockyard complex. The construction and operation of the proposed development would cause no discernible deterioration or improvement to the existing landscape.
LCA 4a: Scattered small villages and hamlets located within rolling farmland	Medium	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	There would be a negligible impact on the character of this LCA during construction and once the facility becomes operational. The EfW CHP facility would be visible as part of the wider dockyard complex. The construction and operation of the proposed development would cause no discernible deterioration or improvement to the existing landscape.
LCA 5a: Plymouth and environs	Low	Medium	Medium	Medium (Beneficial)	Minor	Minor	Minor (Beneficial)	During construction measures of planting and enhancement within the amenity space on Savage Road and within Blackie's Wood would start to enhance the urban environment and green spaces. The impact of Construction on the adjacent LCA would be largely absorbed into the existing character of the Dockyards. This would lead to minor temporary adverse impact' to existing landscape quality. The construction and year 1 would not fit the scale, landform and pattern of the landscape. Upon completion the mitigation planting would create a form of buffer between the two LCAs and strengthen this character area, this is counterbalanced by the change in perceived openness from the boundary with this LCA and the site, hence the result at year one is minor. By year 15 these mitigation measures would have matured leading to a small benefit to this LCA and the development would enhance the quality or characteristic features of this LCA.

LCA 5b: Torpoint	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	There would be a negligible impact on the character of this LCA during construction and once the facility becomes operational. The EfW CHP facility would be visible as part of the wider dockyard complex. The construction and operation of the proposed development would cause no discernible deterioration or improvement to the existing landscape.
LCA 5c: Saltash	Medium	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	There would be a negligible impact on the character of this LCA during construction and once the facility becomes operational. The EfW CHP facility would be visible as part of the wider dockyard complex. The construction and operation of the proposed development would cause no discernible deterioration or improvement to the existing landscape.