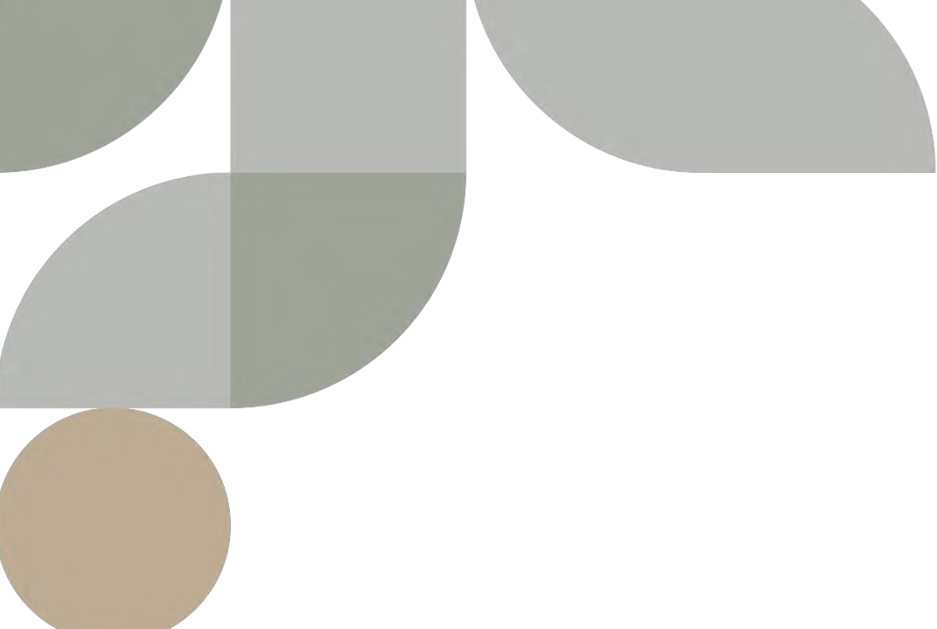




Lime Down

Solar Park

Tranquillity Assessment – Effects of Construction Traffic on the Cotswolds National Landscape

August 2026

Revision 1

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1 Introduction

1.1 Purpose of the document

- 1.1.1 The purpose of this report is to provide a Tranquillity Assessment focussed on the effects of construction traffic on the tranquillity of the Cotswolds National Landscape. The Tranquillity Assessment is in undertaken to address concerns raised by the Cotswold National Landscape Board (the Board) in their Written Representation submitted at Examination Deadline 3 – 15th June 2026 in relation to the Development Consent Order (DCO) application (the ‘Application’) submitted by Lime Down Solar Park Limited (the ‘Applicant’) for Lime Down Solar Park (the Scheme).
- 1.1.2 It responds to the Board’s concerns relating to the potential effects of the Scheme upon the tranquillity of the Cotswold National Landscape (CNL) and principally in response to:
- (Item 4) Routing of construction traffic for the sites A, B and C and the potential impact upon tranquillity and landscape and scenic beauty of the CNL.*
- 1.1.3 The methodology has been prepared in response to Item 4 (above) and the stated concerns associated with the effects of construction traffic on the tranquillity of the CNL and its setting. The methodology clarifies that for the purpose of this report the setting includes Lime Down A, B and C with the Fosse Way defining a key feature within the setting of the CNL. This is without prejudice to the Applicant’s Assessment of the Spatial Extent of Setting of the CNL which is in Annex E LV1.9 – Spatial Extent of the Setting of the Cotswold National Landscape in **Applicant's Response to the Examining Authority's First Written Questions [REP3-128]**.

2 Methodology

2.1 Consultation

- 2.1.1 The methodology has been prepared to directly address the Board's response to Item 4 (above) and the stated concerns associated with the effects of construction traffic on the tranquillity of the CNL. The methodology for this report has been refined in consultation with the Planning Officer at the CNL Board, with focus being on traffic movements from Lime Down A-C to reflect their comments / principal concerns. These concerns relate to the aural and visual effects of the Scheme on the CNL and its setting including associated effects upon users of the Public Rights of Way (PRoW); and general users (residential, footpath, cyclists and horse riders for example). Given the focus remains on the transport effects of Lime Down A-C the cable route corridor has been excluded from the report.
- 2.1.2 Consultation was also undertaken with Wiltshire Council's Landscape Officer where the outline methodology discussed with the CNL Planning Officer for the report was conveyed. Wiltshire Council's Landscape Officer provided general reference information which has informed the methodology and is referenced further in this report. The principal concerns from Wiltshire Council's Landscape Officer was that the Tranquillity Assessment should be clear about its focus in title. As such the title of the report has been modified to include 'Effects of Construction Traffic on the Cotswolds National Landscape and its Setting'. This should ensure that the report is not construed as being an overarching Tranquillity Assessment for the DCO Application but a focussed report to reflect the concerns of the CNL Board in Item 4.
- 2.1.3 The information contained within this report should be read in conjunction with the **Introduction to the Application [APP-003]** and supporting documents contained within the Application and in particular **ES Volume 1 Chapter 8 Landscape and Visual [REP3-025]**.

2.1.4 The methodology is aligned to the following guidance:

- An Approach to Landscape Character Assessment (October 2014)¹;
- ‘Guidelines for Landscape and Visual Impact Assessment’ Third Edition (GLVIA3)²;
- Landscape Institute (17 September 2019) Technical Guidance Note 06/19 Visual Representation of Development Proposals ³;
- Landscape Institute Draft Technical Guidance Note 05/23 (July 2023) Notes and Clarifications on aspects of the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3) – Consultation ⁴;
- Cotswolds Conservation Board Position Statement on Tranquillity (the CNL Tranquillity Statement)⁵;
- Cotswolds National Landscape Management Plan 2025 – 2030 (CNL Management Plan)⁶;
- Cotswolds AONB Landscape Strategy and Guidelines June 2016⁷;
- Guidance prepared by the Campaign to Protect Rural England (CPRE)⁸;

¹ An Approach to Landscape Character Assessment (October 2014) (Christine Tudor, Natural England) Countryside Agency and Scottish Natural Heritage (SNH), (2002) Landscape Character Assessment: Guidance for England and Scotland. [Online] Available at [landscape-character-assessment.pdf](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/214442/landscape-character-assessment.pdf) (publishing.service.gov.uk)

² Landscape Institute and Institute of Environmental Management and Assessment, 2013, Guidelines for Landscape and Visual Impact Assessment, 3rd Edition, Routledge, London.

³ Landscape Institute (1 September 2019) Technical Guidance Note 06/19 Visual Representation of Development Proposals

⁴ Landscape Institute Draft Technical Guidance Note 05/23 (July 2023) Notes and Clarifications on aspects of the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3) – Consultation

⁵ Cotswolds Conservation Board Position Statement on Tranquillity (the CNL Tranquillity Statement) [Online] Available at; <https://www.cotswolds-nl.org.uk/wp/wp-content/uploads/2024/11/Tranquillity-Position-Statement-FINAL-June-2019.pdf>

⁶ Cotswolds National Landscape Management Plan 2025 – 2030 [Online] Available at; https://www.cotswolds-nl.org.uk/wp/wp-content/uploads/2025/11/CNL-MANAGEMENT-PLAN_2025-30-FINAL.pdf

⁷ Cotswolds AONB Landscape Strategy and Guidelines June 2016 [Online] Available at; <https://www.cotswolds-nl.org.uk/about-the-cotswolds-national-landscape/landscape-character-assessment/landscape-strategy-and-guidelines/>

⁸ Guidance prepared by the Campaign to Protect Rural England (CPRE) [Online] Available at; <https://www.cpre.org.uk/resources/mapping-tranquility/>

- Landscape Institute Technical Information Note 01/2017 (Revised) Tranquillity – An Overview⁹; and
- The Countryside Agency (2005) Understanding tranquillity. Research note CRN92¹⁰.

2.1.5 The methodology also considers the following policy guidance:

- The Overarching National Policy Statement for Energy (EN-1).
- Paragraph 189 of the National Planning Policy Framework;
- Policy 51 of the Wiltshire Core Strategy; and
- CNL Management Plan policy CE1, CE5, CE6 and CE13.

2.2 Tranquillity

2.2.1 For the purposes of this report, the Applicant has made the assumption as set out in the CNL Tranquillity Statement that the CNL is likely to experience ‘relative tranquillity’ as opposed to ‘absolute tranquillity’ given this is a working rural landscape where manmade interventions are generally present across the CNL alongside natural aspects with both positive and negative effects aurally and visually experienced by receptors.

2.2.2 Research undertaken to date by the Countryside Agency and CPRE as referenced in the CNL Tranquillity Statement broadly defines tranquillity into ‘hearing, seeing and/or experiencing various aspects of perceived ‘nature’ and ‘landscape’ as both audible and visual aspects primarily relating to tranquillity. This report is focussed on both aural, visual and experiential aspects of tranquillity aligning to the CNL Management Plan Policy CE5: Tranquillity. It also considers landscape in this context in policy CE1: Landscape, and dark sky consideration aligned to policy CE6.

2.2.3 The CNL Tranquillity Statement draws from the CPRE definition of Tranquillity on page 3 in ‘Supporting Information’ paragraph 1 as follows:

‘Tranquillity is a state of calm and quietude associated with peace, experienced in places with mainly natural features and / or historic

⁹ Landscape Institute Technical Information Note 01/2017 (Revised) Tranquillity – An Overview [Online] Available at; [Tranquillity-An-Overview-1-DH.pdf](#)

¹⁰ The Countryside Agency (2005) Understanding tranquillity. Research note CRN92 [Online] Available at; [Understanding tranquillity: The role of Participatory Appraisal consultation in defining and assessing a valuable resource - CRN92](#)

character, free from man-made noise and other aural and visual disturbance’.

- 2.2.4 The CNL Management Plan Policy CE5: Tranquillity has three core policies:

CE5.1.

Proposals that have the potential to impact on the tranquillity of the Cotswolds National Landscape (CNL) should be delivered in a way that is compatible with and seek to further the conservation and enhancement of this tranquillity, by seeking to avoid and where avoiding is not possible, minimise noise and other aural and visual disturbance.

CE5.2.

Measures should be taken to remove and where removal is not possible, minimise existing sources of noise and other aural and visual disturbance in order to enhance the tranquillity of the CNL. CE5.3. Proposals that have the potential to impact on the tranquillity of the CNL should have regard to – and be compatible with – the CNL Board’s Tranquillity Position Statement.

- 2.2.5 The policy clarifies the nature of what is considered in relation to Tranquillity which is set out below:

Tranquillity relates to issues of visual impact and light pollution as well as noise and other disturbance. However, given that Policy CE1 addresses visual impacts and Policy CE6 addresses light pollution, Policy CE5 has an emphasis on noise. This incorporates issues such as significant increases in traffic in the towns, villages, smaller settlements and across the wider countryside of the CNL, including increased traffic arising from developments outside of the CNL.³³.

- 2.2.6 Footnote 33 referenced above relates to the following:

The Board’s Tranquillity Position Statement identifies that, as a ‘rule of thumb’, if a proposed development would increase traffic movements (and/or HGV movements) on roads within and/or along the boundary of the CNL by 10% or more [MM1.1], this should be considered a significant increase.

- 2.2.7 Given the above focus of policy CE5 on noise as an impact upon tranquillity this report considers the most appropriate way to assess the effect of the Scheme on tranquillity within the CNL from a noise perspective.

- 2.2.8 Whilst noise is one perceptual aspect of tranquillity, professional judgement associated with aural, visual and experiential aspects of the

CNL considered during a site visit is also a key consideration. In consultation with Wiltshire Council's Landscape Officer aspects such as sound environment modelling, viewshed analysis, distance decay modelling and dark sky mapping were discussed to be included in supporting information and to inform the site visit.

Noise (Aural)

2.2.9 Hearing can be both positive and negative and examples of both are provided below.

Positive Hearing

2.2.10 Positive hearing includes the following and is generally referred to as '*natural noise*':

- bird song;
- native/natural wildlife;
- silence/absence of noise;
- rustle of trees/vegetation in the wind;
- peace and quiet; and
- no human sounds.

Negative Hearing

2.2.11 Negative hearing includes the following and is generally referred to as '*unnatural noise*':

- major roads;
- minor roads;
- major railways;
- minor railways;
- aeroplanes whether commercial or military; and
- non-natural sounds such as overhead pylons, wind turbines, landfill, mineral extraction or other commercial/industrial business use, and agriculture.

2.2.12 There are other sounds which perceptually may be considered *positive*, *negative* or *neutral* dependent upon individual appreciation of what is tranquil or not. These would likely include elements such as church bells, school children playing, recreational play and laughter, and farm animals.

- 2.2.13 It is assumed that the *positive* aspects of both natural and human effects upon tranquillity experienced within the CNL relate to ‘*positive noise*’ and those that have a negative impact relate to ‘*negative noise*’. Professional judgement is applied to the above assessment.
- 2.2.14 Noise associated with the Scheme at construction, operation (years 1-5) and decommissioning is considered *negative noise*. At the operational stage beyond year 5 there may be positive noise too due to the quantum of new trees and hedgerows proposed and a reduction in machinery associated with arable farming, balanced with maintenance vehicles associated with the Scheme.

2.3 Visual / Experiential / Perceptual

- 2.3.1 Similar to aural, visual and experiential/perceptual considerations relate to what can be seen and experienced by people using the landscape through either living, working or recreation within the landscape. These can be both positive and negative too and examples of both are provided below.

Positive Visual / Experiential / Perceptual

- 2.3.2 Positive visual experience includes the following:
- Seeing a natural landscape (including landform);
 - Seeing natural vegetation and woodland;
 - Seeing a natural night’s sky such as stars and uninterrupted moonlight;
 - Seeing streams, ponds, and general watercourses
- 2.3.3 Positive experiential / perceptual experience includes the following which include:
- Setting of a natural/historic landscape and the effects of light and shadow;
 - Seeing traditional rural farm steads, villages and churches;
 - Feeling of sun and shade (prospect and refuge);
 - Smelling natural vegetation and woodland and soil;
 - Smelling the intensity of Petrichor in a natural environment;
 - Experiencing darkness/lack of unnatural light;
 - Hearing nature (flock of geese overhead, cows lowing, swans flying, the sounds of insects and mammals); and
 - Microclimate from vegetation, land use and watercourses.

- 2.3.4 Man-made elements such as church bells, school children playing, recreational play and laughter, and farm animals are subjective. In this landscape the sight of historic residential properties, villages, churches spires and landmarks could be considered a positive visual experience informing landscape character and providing a time depth to the landscape.
- 2.3.5 Features such as tractors or farm machinery can fall between positive and negative with connotations of a prosperous working rural landscape or man-made distractions, these are highly subjective.

Negative Visual / Experiential / Perceptual

- 2.3.6 Negative visual experience includes the following:
- Seeing vehicles moving through the landscape on both major and minor roads;
 - Seeing trains moving through the landscape;
 - Seeing lots of people;
 - Seeing urban development;
 - Seeing overhead light pollution;
 - Seeing low flying aircraft;
 - Seeing power lines and infrastructure;
 - Seeing construction or development; and
 - Seeing industrial farms and commercial industrial development.

2.4 Assessment Approach

- 2.4.1 The assessment approach consists of the following key stages:
- Desk Based Assessment;
 - Site Visit Assessment; and
 - Night Time Assessment.
- 2.4.2 The findings of these assessments have been compiled in the Tranquillity Report. The details of the three-stage assessment approach are set out below.

Desk Based Assessment

- 2.4.3 In order to correctly assess the effects of the Scheme on the tranquillity within the CNL in relation to the routing of construction traffic for sites A, B

and C and the potential impact upon tranquillity a desk-based assessment has been undertaken. This included a review of aerial photography and digital mapping. This also included the production of a suite of figures which define the current baseline scenario:

Figure List

- Figure 1: Site Location;
- Figure 2: Aerial Photography;
- Figure 3: Cotswolds Local Landscape Character Area;
- Figure 4: Landform;
- Figure 5: Landscape and Visual Receptors;
- Figure 6: Tranquillity Baseline;
- Figure 7: Noise Source and Receptors;
- Figure 8: Noise Sources and Receptors Detail;
- Figure 9: Zone of Theoretical Visibility (ZTV) and Receptors;
- Figure 10: Zone of Theoretical Visibility (ZTV) and Receptors Detail;
- Figure 11: Light Pollution; and
- Figure 12: Combined Noise Sources and Visuals and Receptors.

2.4.4 The report includes an assessment of receptors along the Scheme construction route for sites A-C which include the following roads:

Construction Route – Sites A-C

- M4 Junction 18;
- A46 Bath Road;
- B4040;
- B4039 (passing through Acton Turville, Burton, The Gibb;
- Road west of Grittleton;
- Alderton Road;
- Fosse Way; and
- Local Road to Sherston and Site entrance.

Site Visit Assessment

- 2.4.5 A site visit has been undertaken by a Chartered Landscape Architect to assess and observe tranquillity in the field and in the context of the above figures and the Scheme. The site visit has captured non-technical photography as a record to of visual/perceptual qualities experienced by receptors travelling through the landscape.
- 2.4.6 The broad elements that formed the focus of site visits included the following:
- Visual qualities (as impacted by disturbance/activity/movement) including sequential visual effects i.e. the impact on receptors when moving through the landscape, first through the land featuring panels, then past one or two fields of mitigation and then into the CNL and vice versa); and
 - Landscape character quality of the site itself, the CNL and the CNL along the construction route to assess the likely impact of the Scheme.
 - Travelling the proposed construction route from the M4 to the site, in particular the minor roads after leaving the B4039: (with particular reference to Sections 9.14 and 11.13 of the Cotswolds AONB Landscape Strategy & Guidelines (noting the route travels through two LCTs within the CNL);
 - The Fosse Way from near Grittleton in the south to the junction with the B4040 near Easton Grey in the north. When travelling north, the Fosse leaves the CNL at the crossroads with Fosse Lodge and then re-enters the CNL near Foxley. The Fosse Way from Ladyswood and then the Alderton Road to Grittleton which is part of the Wiltshire Cycleway;
 - Alderton Road/Church Road which runs along the CNL boundary from Fosse Lodge junction in the south to Sherston in the north;
 - Minor road which becomes Foxley Road and marks the boundary of the CNL south of Sherston and east to Foxley; and
 - Public Rights of Way in close proximity to the site/construction route and which are either within or travel into/out of the CNL, including
 - SHER12;
 - SHER14;
 - SHER15;
 - SHER16 (Site A);

- LUCK35;
- LUCK42;
- LUCK41;
- LUCK44;
- LUCK45 (Site C);
- GRIT8/GRIT11;
- NETT43 (part of the Macmillan Way);
- and other PRow that cross or lie near the Scheme construction route.

2.4.7 The site visit enabled professional judgement to be applied in relation to the transport routes proposed through the CNL and broader aspects of tranquillity in areas likely to be affected by the Scheme in terms of natural and non-natural sounds and positive and negative sounds associated with Scheme.

Night Time Assessment:

2.4.8 In order to understand and assess the effect of the Scheme on tranquillity of the CNL it is important to understand the current level of tranquillity. The CPRE Tranquillity Map has been used for this purpose and figure 11: Light Pollution (Annex A) has been produced to illustrate this.

2.4.9 A site visit has been undertaken to experience the level of darkness and light pollution associated with the transport route. This included a drive around the transport route with frequent stops including along the Fosse Way and to assess if the tranquillity shown on figure 11: Light Pollution (Annex A) is accurate.

Tranquillity Report

2.4.10 This report considers the following:

- existing tranquillity;
- effects on tranquillity at construction;
- effects on tranquillity at operation; and
- effects on tranquillity at decommissioning.

2.4.11 This report describes the baseline and the findings of desktop review with reference to the suite of figures and any other relevant research from aerial mapping. It describes the findings of the site visit based on professional judgement and combine the aural, visual and

experiential/perceptual aspects experienced and how these would likely to change. It does not address these independently but together as whilst these are separate senses the overarching experience is considered important to assess tranquillity. For instance, there may be areas where the Scheme can be seen but not heard and vice versa. This has been described in the report including a summary of the likely changes to occur at the three stages of the Scheme.

- 2.4.12 The site visit has provided conclusions on the impact of tranquillity within the CNL and the effect upon tranquillity as a result of the Scheme. In relation to noise the character, duration, frequency and level of the Scheme noise versus existing ambient sound has been considered in terms of an average daily level alongside any nuances of the noise data with peaks and troughs in noise as vehicles pass receptors.
- 2.4.13 This report also considers the effect of the ‘setting’ of the CNL within which part of the Scheme is located.
- 2.4.14 The Applicant has produced the following drawings:
 - P4443_LPR_ZZ_XX_DR_Z_EXA_0370 1-5 titled Extent of Cotswolds National Landscape Setting.
- 2.4.15 The above drawing suite defines the Spatial Extent of Setting of the CNL which is in Annex E LV1.9 – Spatial Extent of the Setting of the Cotswold National Landscape in **Applicant's Response to the Examining Authority's First Written Questions [REP3-128]**. This drawing represents the Applicant's consideration of the extent of the Scheme within the setting of the CNL.
- 2.4.16 Following consultation with the CNL Planning Officer we understand that the CNL Board considers the setting of the CNL to include land parcels A, B and C including the Fosse Way in proximity to these parcels. As a result, and without prejudice to the Applicant's position on the extent of the setting of the CNL, this report includes an assessment of the CNL Planning Officer's requested ‘CNL Setting’ area to ensure the Board's concerns are addressed in full.
- 2.4.17 The Tranquillity Assessment is a separate assessment from the Landscape and Visual Impact Assessment (LVIA) and the Socio-Economic Assessment. As such, it assesses different effects upon receptors and may reach different conclusions. The Applicant considers the conclusions of the LVIA and the Socio-Economic Assessment to remain accurate and unchanged.

3 Transport Effects

- 3.1.1 In order to assess tranquillity and associated effects, the proposed routes and movements associated with the Scheme for parcels A, B and C are set out below. The following paragraphs define the routes affected by the construction traffic and the associated vehicular movements.
- 3.1.2 As shown in Figure 4.1 in the **Outline CTMP [REP4-057]** the proposed construction route to Lime Down A-C routes from M4 Junction 18 and then via the following roads through the CNL:
- A46
 - B4040
 - B4039
 - Road west of Grittleton; and
 - Alderton Road/Fosse Way
- 3.1.3 In accordance with updated trip calculations submitted at Deadline 5, Alderton Road and Fosse Way may experience up to 56 HGV movements per day during peak times of construction and 37 movements per day on average during times of construction. All the identified roads already accommodate HGV movements. While roads such as Alderton Road will experience higher percentage increases in traffic movements, where baseline flows are low, any change in traffic flow will result in a large percentage change. For example, there will be a maximum of 8 HGV movements per hour on peak days and just over 5 HGV movements per hour on an average day during times of construction. From a transport perspective this frequency is low, and movements can be accommodated on the identified roads without resulting in significant effects.
- 3.1.4 The CNL Management Plan Policy CE5: Tranquillity has three core policies as set out in the methodology (Annex A). Policy CE5 clarifies the nature of what is considered in relation to Tranquillity and contains footnote '33' which states the following:
- The Board's Tranquillity Position Statement identifies that, as a 'rule of thumb', if a proposed development would increase traffic movements (and/or HGV movements) on roads within and/or along the boundary of the CNL by 10% or more [MM1.1], this should be considered a significant increase.*
- 3.1.5 In transport terms and in reference to the 10% reference above the Applicant defined the CNL a medium sensitivity (30% rule). Even if the level of traffic change is over this amount it doesn't automatically mean

that it is a significant effect, it is taken for further assessment (as set out in the Transport and Access ES Chapter) against the following categories:

- Severance;
- Driver Delay;
- Non - Motorised user (NMU) delay;
- NMU amenity;
- Fear and intimidation;
- Road user and pedestrian safety; and
- Hazardous/large loads.

3.1.6 It should also be noted that on roads where baseline traffic flows are low, any increase in traffic flow may result in a predicted increase that would be higher than thresholds set out in Rule 1. Therefore, it is important to consider any overall increase in road traffic in relation to the capacity of the road.³¹

3.1.7 Construction delivery movements will be limited to the following construction times throughout the week:

- Construction delivery movements will be limited to the following construction times throughout the week, meaning there will be no HGV construction traffic movements outside of these times.
- Construction deliveries by HGV will be coordinated to arrive/depart between 09:30-16:30 on weekdays to avoid the network peak hours of 08:00-09:00 and 17:00-18:00;
- Construction deliveries by HGV will be coordinated to arrive/depart between 09:30-12:30 on Saturdays;
- No Sunday or Bank Holiday deliveries unless crucial to construction (for example for HDD which must be a continuous activity) or in an emergency

3.1.8 The assessment in **ES Volume 1, Chapter 13: Transport and Access [REP4-014]** assumes a peak day for every day of the two-year construction period. However, in accordance with the current construction programme, Lime Down A and C are expected to last for 9 months of the two-year construction period and Lime Down C for 17 months, with only two months of overlap between the construction of Lime Down A and B and the construction of Lime Down C, meaning that for most of the two-year construction period, HGV construction movements will be considerably lower than the anticipated peaks and averages set out above, which assumes they will all be constructed at the same time.

4 Assessment

4.1 Tranquillity Baseline

- 4.1.1 A suite of figures has been produced to provide a review of the existing baseline. All figures include the Scheme location and the transport route in the context of the CNL boundary.

Figure 1 Site Location

- 4.1.2 Figure 1 shows the spatial arrangement of the transport routes and settlements. The CNL in proximity to the Scheme is characterised by a string of historic villages from Easton Grey to the north, Sherston to the north west, Luckington to the west, Alderton to the south west, Grittleton to the south, Norton to the east and Foxley to the north west. There are also a number of individual properties and farmsteads in proximity to the Scheme.
- 4.1.3 In proximity to the Site the Fosse Way/Alderton Road forms a distinctive linear Roman road running in a broadly north east to south west arrangement in the landscape. A rural road called Alderton Road/Church Road forms a distinctive boundary to the CNL's eastern boundary predominantly to the west of the Scheme. A network of small rural roads dissects the wider landscape which are narrow and often lined by hedgerows, trees or woodland. A railway line dissects Lime Down C.
- 4.1.4 Further along the construction route it shows the route passing through the villages of Burton, Acton Turville, Old Sodbury and Tormarton where it joins the M4 (junction 18).

Figure 2 Aerial Photography

- 4.1.5 Figure 2 highlights the rural nature of the CNL and its setting with a district pattern of irregular shaped and relatively small fields in proximity to the Scheme. It also highlights the changing field patterns along the construction route with where fields becomes larger to the west.

Figure 3 Cotswolds Local Landscape Character Areas

- 4.1.6 Figure 3 highlights the various Landscape Character Areas (LCA's) within which the Scheme and construction route are located. This character aligns closely with the aerial mapping in figure 2 with changes in field patterns correlating with the LCA's. The Scheme and setting of the CNL falls within the Lowland Limestone (Forest Marble) Farmland LCA categorised as 8. Hullavington Rolling Lowland. To the south the construction route moves into a CNL LCA named Dip-slope Lowland 11A: South and Mid Cotswolds Lowlands including villages at Grittleton, Burton and Acton Turville.

- 4.1.7 The remainder of the construction route travels through High Wold Dipslope 9D: Cotswolds High Wold Dip-slope including the villages of Old Sudbury and Tormarton. This section also runs adjacent to the Escarpment LCA 2B: Bath to Beech Farm. Given the proximity to the LCA it is likely that landscape characteristics of 2B and 9D overlap in places.

Figure 4 Landform

- 4.1.8 Figure 4 further reinforces figures 2 and 3 showing landform linked to landscape character. It shows the Scheme located in lower and gently rising landform with land gradually rising to the west to Old Sudbury.

Figure 5 Landscape and Visual Receptors

- 4.1.9 Figure 5 shows the complexity of the baseline context. It shows a significant number of Public Rights of Way (PRoW) associated with CNL and the setting of the CNL in proximity to the Scheme predominantly between existing villages and to and across the Fosse Way. It highlights conservation areas associated with historic villages to the west of the Scheme and numerous listed buildings grade I to II and along the wider construction route and its associated context. It illustrates two Registered Parks and Gardens, Grade I Badminton House to the north of the construction route and Grade II* Dodington House adjacent to and to the west of the construction route near the M4 (junction 18).

Figure 6 Tranquillity Baseline

- 4.1.10 Figure 6 titled Tranquillity Baseline provides a high-level illustration of the CPRE (2006) tranquillity mapping. This figure highlights that Lime Down A-C have an above average level of tranquillity and appear most tranquil the further away receptors are located from sources of noise or human impact, principally roads and settlements surrounding the Scheme. This is not unexpected but reinforces the rural character of the landscape the Scheme is located within. It also highlights that as the construction route moves south away from the Lime Down C the levels of tranquillity reduces towards Grittleton and the M4. The construction route remains in areas of low tranquillity for the remainder of the route with the exception of two pockets between Acton Turville and Old Sudbury. For most of the route tranquillity appears affected by the M4, and villages at Burton, Acton Turville, Old Sudbury and Tormarton and the B4039 and B4040.

Figure 7 Noise Sources and Receptors

- 4.1.11 Figure 7 illustrates noise sources and landscape and visual receptors surrounding the Scheme and the Scheme construction route. This shows the impact of noise from the M4 and A and B roads across the CNL and its setting. As expected, there is some impact upon noise across the CNL

and in proximity to the Scheme construction route from highway receptors which depreciates with distance from source. Figure 7 is a static map which is generated on the basis of uninterrupted travel and represents the impact of noise associated with vehicle movement. It is important to note that this traffic noise is generated by active trips and therefore whilst this shows the impact of vehicles travelling along these routes meter by meter it doesn't show the absence of noise associated with the absence of vehicles. In consultation with the Applicant's acoustic consultant, vehicles associated with the Scheme would generate similar noise levels upon existing roads and therefore there would be no benefit in producing a further comparison figure to illustrate this. It is therefore the increase in the number of vehicles associated with the Scheme that would be the key consideration as the highways already experience noise impacts. As such the uplift in vehicle numbers associated with existing roads has been considered in this report assuming that noise associated with such uplifted movements would increase the duration of noise experienced on the construction route by receptors.

Figure 8 Noise Sources and Receptors (Detail)

- 4.1.12 Figure 8 illustrates in greater detail the current and potential road noise within the setting of the CNL, this highlights that along the construction route the noise when vehicles are travelling the route would be indistinct from the current noise of vehicles travelling the same roads. In terms of tranquillity the transport statistics in section 3 of this report show the uplift in vehicle movements associated with the Scheme. This figure also highlights that assuming low vehicular numbers and the impact of noise reducing with distance from source the CNL and its setting in proximity to Lime Down A-C has a relatively low noise impact.

Figure 9 Zone of Theoretical Visibility (ZTV) and Receptors

- 4.1.13 Figure 9 illustrates the theoretical visual impact of the Scheme on the wider landscape. This highlights that visibility of the Scheme is possible within the CNL and wider landscape including the setting of the CNL. It also illustrates that this visibility is principally associated within the setting of the CNL. It shows simple distance decay modelling meaning the intensity in colour reduces with distance from site. This ZTV is also unfiltered meaning that even visibility of a small section of panels across a small area would still show as a solid hatch. This represents a worst-case scenario. The ZTV also doesn't take account of the proposed mitigation associated with the Scheme. This also doesn't consider the visibility of the construction traffic; however, in a similar way to figures 7 and 8 there remains visibility of traffic and therefore a key consideration is the uplift in movements and the resulting additional visibility in the landscape.

Figure 10: Zone of Theoretical Visibility (ZTV) and Receptors (Detail)

- 4.1.14 Figure 10 shows the same information as figure 9 but in greater detail. It highlights theoretical visibility in the CNL is present and unmitigated there would be visibility of the Scheme in the landscape and along the transport route.

Figure 11: Light Pollution

- 4.1.15 Figure 11 illustrates areas of light pollution and dark skies in proximity to the Scheme and the CNL. This figure illustrates that the majority of the Scheme and CNL lies within 0.25-0.5 NanoWatts/cm²/sr which shows high levels of darkness or lack of light pollution. There are areas of light pollution surrounding villages and major roads; however the majority of the Scheme lies within a landscape with very little light pollution. In terms of tranquillity the absence of light pollution is a perceptual feature reinforcing rurality and an absence of human activity in the landscape. Illumination from villages appears relatively low and for some receptors (people) even low level illumination can be a positive perceptual aspect of being remote from human influence spatially but close to low levels of light which can bring comfort and sign post the framework of historic villages in the landscape. Sherston has the highest level of light pollution in proximity to the study area but with minimal influence on the Scheme and surrounding landscape due to proximity.

Figure 12: Combined Noise Sources and Visuals and Receptors.

- 4.1.16 Figure 12 illustrates areas where noise and visibility in the CNL and its setting are combined and experienced at the same time when vehicles are passing and with visibility of the Scheme. It highlights that along the construction route in proximity to the Scheme there are areas where visibility of the Scheme and noise from the construction route will impact tranquillity.

4.2 Summary

- 4.2.1 In summary the desk-based assessment of the baseline denotes a landscape containing the Scheme surrounded by the CNL and its setting that appears tranquil on the CPRE mapping (figure 6). It has numerous public receptors with PRoW and local roads; together with a small number of private receptors in private residential properties evident in online aerial mapping. The landscape fabric contains numerous positive contributors to tranquillity including arable, pastoral, agri-environmental and natural vegetation in the form of hedgerows, trees, scrub, woodland and shelterbelts and local watercourses. The Scheme and CNL have limited

light pollution based on the CPRE mapping (figure 11) and all these factors lead to high levels of tranquillity. This is balanced to a degree by a railway line through the landscape, numerous small local roads which do little to reduce overall tranquillity as they have either a steady but infrequent flow of traffic or relatively little traffic overall. There is also an absence of industry or other negative landscape components based on figures 1-12.

- 4.2.2 The wider landscape likely to be affected by the Scheme construction route, whilst sensitive, is already affected by the presence of the M4, larger and busier roads such as the B4039, B4040 and A46. Whilst the landscape character is still intact visually the overall aspects of tranquillity including dark skies appears to be reduced to the south of Grittleton and the remainder of the route.

5 Site Visit

5.1 Area of Study

- 5.1.1 A site visit was undertaken on 28th July 2026 to the 30th July 2026 to assess the tranquillity of the CNL in proximity to the Scheme including its setting (Lime Down A-C up to and including the Fosse Way) and the tranquillity of the construction route identified on the suite of figures (Annex A). The review of the construction route was undertaken through a combination of the following:
- Travel along the Scheme construction route by car from the Scheme to M4 and from the M4 returning to the Scheme;
 - Travel along the Scheme construction route by car and stopping along the route to appreciate aural and visual tranquillity in rural areas, village edges, village centres and PRow (where safe to do so).
 - Walking the local PRow network on routes identified in the methodology chapter and as required to inform professional judgement.
- 5.1.2 Walking local PRow in the vicinity of the Scheme included both walking from the Scheme to the CNL and vice versa to experience the following:
- the approach from the CNL and its setting;
 - through areas of mitigation;
 - through or in proximity to the Scheme (dependent upon the PRow).
- 5.1.3 Audio footage was also captured in places to represent lack of noise and local sources of noise. Photography was also captured to represent landscape character and views/visual amenity.

6 Construction Route Assessment

6.1 Construction Route

- 6.1.1 Driving along the Scheme construction route enabled an understanding of the visibility of the surrounding landscape and the character of the road network and how it currently influences tranquillity.

6.2 Scheme – Site A entrance to Grittleton Village

- 6.2.1 The Scheme entrance at Site A lies adjacent to a rural road leading to Sherston. This road is relatively quiet with occasional vehicles passing through. The construction route travels along this road in a southeast direction towards a junction with the Fosse Way. The road, without vehicles passing is quiet and enclosed visually. At the Fosse Way the character of the road changes with wider grass verges flanked by hedgerows and vegetation with glimpsed views across the landscape through hedgerow gaps and field entrances. This linear route runs in a south east to north west orientation and veers to the south as the road bends towards Alderton Road and the village of Grittleton. Whilst Alderton road is less tranquil with visual and aural interruption, the interruption is based on a relatively quiet village approach with cars travelling east along The Street, parked cars and village life. Whilst aurally this is less tranquil the historic setting of the village is experientially high and there is a feel of an isolated rural Cotswolds village.
- 6.2.2 There were half a dozen large lorries experienced through the landscape during the visit (two forestry trucks, one HGV and two HGVs associated with current works to the railway line). These vehicles were noticeable and reduced tranquillity both aurally and perceptually when passing and this reduction in tranquillity lasted from a distance of approximately 100m as a walker, up to approximately 300m on straight sections of the Fosse Way.
- 6.2.3 The Fosse Way and most roads surrounding the Scheme are generally quiet rural roads. Aside from the HGV's experienced above (along the Fosse Way) approximately one car every five minutes was experienced travelling at a variety of speeds mostly relatively slow for the speed limit.

Current Baseline Assessment

- 6.2.4 When vehicles pass on this section of the route tranquillity is reduced and the larger the vehicle the greater the reduction in tranquillity. Aside from vehicle movements the route is relatively tranquil. There were noises from a small plane, and distant noise from a quad bike but these appeared distant and reduced tranquillity in a minor way. Across the landscape the sound of piling or machinery and chain saws was heard; however, these were associated with the network rail site and considered to be temporary

noise not usually prevalent in the landscape. When vehicles were absent along this route tranquillity was high.

6.2.5 The assessment is set out in table 1 below:

Table 6-1 - Scheme – Site A entrance to Grittleton Village - Current Baseline Assessment

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Historic residential properties	Minor rural road
Open views of attractive arable and pastoral landscape	Telegraph poles
Big skies	Modern man-made access and gate pillars and associated curtilage activity (bins on road front)
Hedgerows	Street signage and house signs
Hedgerow trees	Metalled tracks
woodland	Large agricultural barns
Post and rail fencing	Large area of fly tipping to east of Fosse Way
Linear road feature (Fosse Way – Roman Road)	Steel framed barns
wide grass verges	Existing cars and HGV movement and noise
Views to church spires	Farm vehicles along roads and associated noise
Natural landform	Railway line and bridge and noise of trains
Distant views	Construction works and signage/traffic lights and construction noise, associated with railway (temporary)
Tractors in fields	Metal field gates
Fosse Lodge	Modern residential properties
Stone walls	
Tree lined roads	
Setting of Grittleton	

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Sound of nature and bird song	
Historic time depth in areas of natural vegetation and setting of villages	

Current Baseline Assessment

- 6.2.6 The current baseline has a **High Level of Tranquillity** with minimal negative effects upon tranquillity once Network Rail works have ceased.

Assessment at Construction

- 6.2.7 The introduction of HGV's from the Scheme at the frequency proposed would be limited but apparent. Cyclists and horse riders using this route especially along the Fosse Way and with a familiarity of these local roads would be most affected in terms of tranquillity as they would physically experience vehicles more, as would walkers. Due to the relative infrequency of construction vehicles currently, vehicles associated with the Scheme would be noticed more readily at a local level in the vicinity of the Scheme. This is mainly in a visible and experiential aspect. Visually those using the local landscape frequently would recognise construction vehicles over and above tractors, cars or existing HGVs.
- 6.2.8 It is likely that receptors along this section of the construction route would experience several HGV movements which they would generally associate with the Scheme. As above this perceptual connotation for local users of the Fosse Way in particular would be evident as the association of construction vehicles to the Scheme would be experienced in combination with the construction of the Scheme which would begin to be visible within the landscape. It is anticipated that during construction many local residents would consider the Scheme to be a negative introduction to the landscape. This has been experienced at Cleve Hill solar farm as an example, as the arrival of panels during construction on familiar haulage trucks becomes a recognizable feature where other similar vehicles may not.
- 6.2.9 As construction begins the sound of piling and general construction noise within the Scheme would also be perceptible which would create a clearer and greater association with the construction route and associated vehicles. Beyond the Schemes visual influence travelling south west towards Alderton Road and Grittleton visibility of the Scheme would cease and effects would relate to vehicular visibility and aural effects with noise

associated with the Scheme reducing with distance from source. The effects of the Scheme on tranquillity are therefore significantly reduced as vehicles turn south towards Grittleton as in combination effects of construction traffic and the Scheme reduce.

- 6.2.10 Receptors along the construction route would in combination with the construction of the Scheme see a reduction in the tranquillity they experience along this section of the route. The majority of landscape and visual mitigation would not yet be in place and where there are currently gaps in hedgerows this would provide visibility of the Scheme being constructed and the associated movement of vehicles along the construction route. The experience of the construction route in the wider landscape and within the CNL and its setting would be more limited as the distance to the Scheme and the construction route would be greater and as such the association between construction traffic and the Scheme itself would be less apparent. Using the CNL Board's position that the setting extends to the Fosse Way, then effects on tranquillity would be most prevalent at the edge of the setting of the CNL reducing towards the boundary of the CNL at Alderton Road/Church Road. The experience would be similar to the effects of the current temporary railway works on tranquillity but across a larger proportion of the landscape and with a larger number of vehicular movements.
- 6.2.11 Effects on tranquillity are anticipated to be lower at the start of construction and at their maximum during an overlap in construction of sites A, B and C of two months. Effects on tranquillity would also be higher nearing completion of the Scheme as the visual effects of the Scheme on tranquillity are at their highest and in conjunction with construction traffic.
- 6.2.12 One important consideration is the temporary nature of the effects of the construction route on the CNL and its setting being up to two years and then ceasing and returning to a similar state to the original baseline aurally, notwithstanding visual effects on tranquillity associated with the Scheme.

Table 6-2 - Scheme – Site A entrance to Grittleton Village – Construction Assessment

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
	Visual and aural impact of up to 13 vehicle movements an hour along rural roads
	Aural and visual effects of the emerging Scheme infrastructure

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
	Movement across sites A-C
	Minor hedgerow loss to accommodate the Scheme
	Perceived change of land use along construction route where the Scheme is visible and introduction of a new feature across the landscape
	Reduction in natural sounds as a result of construction activity and increased vehicular movements along the transport route

Construction Assessment

- 6.2.13 The construction route itself would have a relatively low impact upon the tranquillity of the CNL and its setting as the movements are relatively low given the current use of local roads. The association of these vehicles with the Scheme perceptually will have a greater effect on local residents and the community. The level of tranquillity is assessed to remain **High**.
- 6.2.14 The effects on tranquillity of the Scheme during construction will create visual, aural and experiential changes reducing the level of tranquillity to **Medium to Low** along the transport route during the hours of construction.
- 6.2.15 The effects on tranquillity of the Scheme in combination with the construction route during construction will create visual, aural and experiential changes across a larger area between Scheme A and Grittleton reducing the level of tranquillity to **Low** along the transport route during the hours of construction.
- 6.2.16 Outside of the hours of construction when activity has ceased the level of Tranquillity would increase to **Medium** as the Scheme would be noticeable along the transport route visually and experientially but aurally tranquillity would be similar to the current baseline.

Assessment at Operation

- 6.2.17 At operation the noise of construction activity and vehicular movements will have ceased with the exception of maintenance activity which during replacement activities would impact tranquillity to a similar level as construction in terms of traffic movements. Aural tranquillity will return to something similar to the baseline scenario. Visual and experiential

tranquillity will remain reduced as the Scheme would be visible in filtered views through gaps in hedgerows for instance. This would be similar for effects upon the CNL and its setting. Between years 5-15 as extensive landscape and visual mitigation establish aural tranquillity would have a potential to increase with additional sounds associated with the quantum of planting being introduced to this landscape. This would be balanced by residual visual intrusion of the Scheme in the landscape as mitigation matures but does not yet mitigate the Scheme in full. At year 15 and until decommissioning the aural tranquillity would continue to increase and visual intrusion would reduce to a point at which the Scheme is largely assimilated into large sections of the landscape. Where the Scheme is visible this would significantly reduce tranquillity due to the change in land use through the introduction of the Scheme.

Table 6-3 - Scheme – Site A entrance to Grittleton Village – Operation Assessment

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
New landscape and ecological mitigation visible	Visual effects of the completed Scheme
Elements of embedded design in place	Minor hedgerow reduction
	Perceived change of land use where the Scheme is visible and introduction of a new feature across the landscape
Years 5-15 mitigation matures	
Years 15 - 60 mitigation would mature and be effective	

Operation Assessment

- 6.2.18 The construction route itself would no longer have construction related vehicular movements (except during replacement activities) however the completed Scheme would now be perceptible although appear static in the landscape with minimal human activity. The fabric of the landscape would remain in place and still appreciated visually, aurally and experientially. Perceptually the introduction of the Scheme would reduce the level of tranquillity. Between years 1-5, tranquillity is assessed to reduce to **Medium** along the construction route due to the effect of a reduction in visual and experimental aspects of relative tranquillity.
- 6.2.19 Between years 5-15 as mitigation planting matures the impact upon visual, experiential and perceptual effects of the Scheme on tranquillity would reduce along the transport route in the setting of the CNL. The aural effects of increased vegetation cover on tranquillity along the route would also increase. The effects would move tranquillity to **Medium to High** levels of tranquillity.
- 6.2.20 At year 15 and beyond the effects of the Scheme mitigation would be serving their intended purpose and would mitigate visibility of the Scheme along the construction route returning tranquillity to **High**. In areas of nominal visibility in winter months this would be balanced by increased vegetation cover across the landscape generally and an increase in wildlife associated with landscape and ecological improvement.

Assessment at Decommissioning

- 6.2.21 At decommissioning it is assessed that the effects would be similar to those experienced at construction; however, the effects would be greatest at the start of decommissioning as opposed to construction where effects are greatest nearing the end of construction. Visual tranquillity will increase the longer decommissioning is on site but with aural disturbance remaining high, reducing only when individual sites become decommissioned reducing the quantum of vehicles along this section of the route. At the end of decommissioning tranquillity within the CNL and its setting would increase above the original baseline given the quantum of new and matured vegetation and up to 60 years of enhanced management. At the end of decommissioning the landowner would then have the ability to change the management of the land previously occupied by the Scheme but Scheme mitigation would at this stage also be subject to the usual protections such as forestry commission felling licences, hedgerow regulations and any changes in legislation during this time period.

Table 6-4 - Scheme – Site A entrance to Grittleton Village – Decommissioning Assessment

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Perceived change of land use along construction route where the Scheme visibility is reduced and the landscape returns to agricultural use.	Visual and aural impact of vehicle movements along rural roads
Change in land management	Aural and visual effects of the Scheme being decommissioned
	Movement across sites A-C
	Minor hedgerow loss to accommodate the Scheme decommissioning
	Reduction in natural sounds as a result of decommissioning activity and increased vehicular movements along the transport route
	Change in land management

Construction Assessment

- 6.2.22 The construction route itself would have a relatively low impact upon the tranquillity of the CNL and its setting as the movements are relatively low given the likely use of local roads at the point of decommissioning. The association of these vehicles with the Scheme perceptually will be less than at construction as local residents would likely consider the activity to be associated with the removal of the Scheme. The level of tranquillity is assessed to remain **High**.
- 6.2.23 The effects on tranquillity of the Scheme during decommissioning will create aural and experiential changes reducing the level of tranquillity to **Medium to Low** along the construction route during the hours of construction.
- 6.2.24 The effects on tranquillity of the Scheme in combination with the construction route during construction will create visual, aural and experiential changes between Scheme A and Grittleton reducing the level of tranquillity to **Medium to Low** along the transport route during the hours of construction. This assessment reflects the mostly aural effects of decommissioning with mitigation planting screening most of the visual effects.
- 6.2.25 Outside of the hours of construction when activity has ceased the level of Tranquillity would increase to **High** as the Scheme would not be noticeable along the transport route visually, experientially or aurally.

Scheme –Grittleton Village to M4 (junction 18)

- 6.2.26 This section of the route has been combined as the aural effects of the Scheme associated with construction would be barely perceptible and therefore effects on tranquillity would be on the construction route and associated vehicle movements only. The construction route from Grittleton to the the junction at the Gibb, Castle Combe and the B4039 is highly rural with tree lined roads and views to open countryside and occasional residential properties. Visually tranquillity is high and aural tranquillity is reduced as noise from the M4 is audible albeit relatively constant and therefore less intrusive. The road from Grittleton passes under the M4 road bridge which is evident as a large man-made structure and less so as a major highway at this point along the route. Sections of the road nearest the M4 are less tranquil with vegetation associated with a man-made route more pronounced. As the road nears the junction of the Gibb/B4039 the settlement here remains in keeping with others found in the landscape with Cotswold stone and a historic setting. Upon joining the B4039 the character becomes more dominated by the road which is larger than any surrounding the Scheme. Tranquillity here is also reduced by the combination of increased vehicles along this road and proximity to the M4.

- 6.2.27 Visual tranquillity is reduced along the route between the B4039 junction to Burton with the presence of large overhead electricity pylons which are visible along the route, and the presence of domestic planting of conifer hedges along the roadside. Whilst views of the countryside remain generally natural visibility of residential and commercial units reduces tranquillity. As the road runs broadly parallel with the M4 and landform rises the M4 becomes visible in views as well as aurally. Along the route native vegetation and tree lined sections of the highway increase tranquillity visually but with aural intrusion from the M4 and the B4039.
- 6.2.28 Agricultural buildings become more apparent too as they are more industrial in size and design. At the approach into Burton the tranquillity reduces as this appears to be a larger settlement to those found in proximity to the scheme perceptually with a greater integration of new built form alongside historical properties. The association with the M4 here is also noticeable in landform and orally. Travelling north over the M4 provides full visibility of the M4 east to west however it also provides an elevated vista across the wider landscape which experientially given the aspect of a large natural landscape.
- 6.2.29 Travelling north towards Acton Turville the effects of the M4 are reduced and the village has a time depth returning to the landscape with the approach enhanced by Pike Cottage forming a historic focal point in local vernacular stone. Travelling through Acton Turville the landscape rises as shown on figure 4 landform (Annex A). The road presence whilst still dominant becomes more rural as the landscape becomes more open joining the B4040 and visibility to the north and south across the wider landscape increasing tranquillity as the landscape becomes the dominant focus. Here the level of tranquillity increase to medium level of. Travelling west as sections of hedgerow enclose the road the scale of the road becomes the dominant feature again and closes views to the west in places. At this point the tranquillity reduces to Low to Medium.
- 6.2.30 Nearing the source of the River Avon the road bends sharply to the north and then to the west. Whilst the presence of farmsteads and associated infrastructure reduces tranquillity the landscape here in spite of the larger reduction in tranquillity shown on figure 6 (Annex A) is relatively tranquil with an open landscape dominated by trees and vegetation and landform as shown on figure 4 (Annex A) creating an attractive setting for the farmsteads when viewed at various points along the route, here tranquillity is assessed as Medium. This continues until the approach to Old Sodbury. Here properties are modern and the approach is dominated by the highway and a one-way system toward the junction with the A46 reducing tranquillity to Low.

- 6.2.31 The A46 is a larger road and the highway is a dominant feature. The landscape here changes at the confluence of two landscape character areas (shown on figure 3 Annex A) with LCA 9D Cotswold high landscape dip slope and LCA 2B Beach Farm to Hillesley. At this point the landform and the larger field patterns become evident and less tranquil as they have connotations with modern arable farming. The closer to the M4 travelling south along the A46 the presence of large industrial farming and commercial premises become apparent at Ack Ack Farm Yard for example punctuating existing woodland. Dodington House grounds including a large dry-stone wall and dense woodland increase tranquillity as the road becomes more dominated by natural form and historic features. Tranquillity is significantly reduced in the last section of the A46 nearing the M4 (junction 18) to Very Low as highway infrastructure becomes a dominant feature visually and aurally.
- 6.2.32 The effects of the Scheme at construction and decommissioning are relevant along this section construction route. No effects from operation will be perceptible with the exception of replacement activities (which will be similar to construction). As such the effects of construction and decommissioning are the focus of the assessment table 5 (below).

**Table 6-5 - Scheme – Grittleton Village to M4 (junction 18)
Construction and Decommissioning Assessment**

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Historic residential properties	Major Roads (M4)
Open views of attractive arable and pastoral landscape	A46
Big skies	B4039
Hedgerows	B4040
Hedgerow trees	Minor rural roads in proximity to M4
woodland	Minor rural roads
Post and rail fencing	Overhead pylons
Views to church spires	Telegraph poles
Natural landform	Large agricultural buildings
Distant views	Commercial Buildings
Tractors in fields	
Pike Cottage	
Stone walls	

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Tree lined roads	
The Gibb, Castle Combe, Burton, and Acton Turville	
Tree lined roads	
Sound of nature and bird song away from the M4	
Historic time depth in areas of natural vegetation and setting of villages	
Rural setting with farmsteads and landform screening the M4	
Dodington House	
periphery of the Badminton estate and Registered Park and Gardens	

Current Baseline Assessment

- 6.2.33 The current baseline has a **Low to Medium Level of Tranquillity**. This assessment broadly aligns with figure 6 (Annex A) which illustrates a Low to Medium level of tranquillity across the majority of the route. Tranquillity increases from Low to medium with distance from the M4 roughly 0.5km from the motorway.

Construction and Decommissioning Assessment

- 6.2.34 The Construction route itself would have a relatively low impact upon the tranquillity of the CNL and its setting as the movements are relatively low and there is no impact from the Scheme itself other than an increase in vehicle movements. Given the length of the roads, the impact of the M4 and the current experience of travelling upon these roads the effects on tranquillity would be barely perceptible with some recognition observed by those living in the villages along the construction route. Here the frequency would become more familiar. The assessment is no significant change to the current baseline that would increase or decrease tranquillity. Tranquillity is expected to remain at between Low and Medium with a slight increase in these scales to take account of the increase in traffic.

**Table 6-6 - Scheme – Grittleton Village to M4 (junction 18)
Construction and Decommissioning Assessment**

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Historic residential properties	Major Roads (M4)
Open views of attractive arable and pastoral landscape	A46
Big skies	B4039
Hedgerows	B4040
Hedgerow trees	Minor rural roads in proximity to M4
woodland	Minor rural roads
Post and rail fencing	Overhead pylons
Views to church spires	Telegraph poles
Natural landform	Large agricultural buildings
Distant views	Commercial Buildings
Tractors in fields	Increase in Construction Vehicles associated with the Scheme
Pike Cottage	
Stone walls	
Tree lined roads	
The Gibb, Castle Combe, Burton, and Acton Turville	
Tree lined roads	
Sound of nature and bird song away from the M4	
Historic time depth in areas of natural vegetation and setting of villages	
Rural setting with farmsteads and landform screening the M4	
Dodington House	
periphery of the Badminton estate and Registered Park and Gardens	

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
periphery of the Badminton estate and Registered Park and Gardens	

Construction and Decommissioning Assessment

- 6.2.35 The effect of the Scheme on the tranquillity of this section of the Construction Route is assessed to be minimal in terms of its likely effect upon tranquillity. The level of tranquillity is assessed to remain at a **Low to Medium Level of Tranquillity**.

7 Public Rights of Way (PRoW)

7.1.1 The focus of the impacts upon PRoW included the PRoW set out in the methodology in chapter 2 as requested by the CNL Planning Officer. Across all of the PRoW assessed the experience was similar in relation to the baseline scenario with both positive and negative tranquillity indicators common across all PRoW. Rather than assess the effects on each individual PRoW a general assessment has been provided of the impact of the construction route and the Scheme on the assessed PRoW network. General observations across the PRoW network are also set out below.

7.2 Current Baseline Assessment

7.2.1 The Scheme is located within LCA 8 Hullavington Rolling Lowland and the CNL defined by LCA 11A South and Mid Cotswold Lowland and LCA 14 B West Malmesbury Lowland Farmland. The edge of the CNL is defined by Alderton Road and Church Road and the characteristics of the CNL extend across the defined boundary. This is evident when walking PRoW in close proximity to the CNL boundary where there isn't an obvious change from one landscape to the next. The main observation was the landscape outside the CNL is more intensively farmed with arable crop and within the CNL there is a large amount of land given over to agri-environmental schemes.

7.2.2 The Scheme and surrounding PRoW are located in a working agricultural landscape containing a low population and many natural landscape features including watercourses, ponds, gentle landform and vegetation. Natural features such as hedgerows are evidently man-made but with a historic time depth and whilst managed, they appear natural in this landscape. Many of these hedgerows appear species rich and large with evidently old hedgerows and large hedgerow trees enhancing the feeling of being and walking within something that has been in the landscape for a long time. In this landscape there is often a notable feeling of an absence of man-made intervention even when crossing stiles, walking trodden paths and seeing residential properties, churches and barns.

7.2.3 During the site visit there was noise evident across all the PRoW associated with the construction works, piling, reversing vehicles and chainsaw/motorised mechanical trimmer's associated with work to the railway sidings either side of the Fosse Way although these works are believed to be temporary and therefore absent from the usual baseline scenario. The assessment undertaken assumed this to be the case.

7.2.4 There was visibility of both distant and local passing traffic along most PRoW routes along at least one section of their length although this traffic was infrequent and usually visible above hedgerows showing on a small

section of the vehicles. The presence of existing hedgerows reduced the impact of cars significantly, less so for HGV's and forestry vehicles. Vehicles passing slowly on country lanes was observed with slowing down and speeding up recognisable in proximity to roads as vehicles passed.

- 7.2.5 Signs of human activity across the landscape were evident in terms of agriculture, steel Dutch barns and agricultural buildings and machinery were present along PRow. Often farm machinery appears to be used to block access to fields as an example. An aeroplane hangar was observed although this appeared to be for small planes and was not a dominant feature.
- 7.2.6 Sounds of grasses and vegetation blowing in the wind were possible away from roads and were often the only perceptible noise in the landscape.
- 7.2.7 Wildlife was prevalent across the majority of routes with the exception of NETT 43 where none were observed. In other PRow visited the sound of grasshoppers and bird song was evident and birds, butterflies, deer, rabbits and hares were seen across the landscape.
- 7.2.8 Across the PRow views of distant church spires, small settlements, cottages, and historic corpses were evident. Generally, wherever receptors look across the landscape there is a time depth from historic settings and natural form. Existing settlements including church steeples were also visible in distant views extending to approximately 0.25km to 10km to the east.
- 7.2.9 The current baseline assessment is set out in Table 7-1 below:

Table 7-1 - Scheme – Public Rights of Way (PRow) Assessment

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Highly rural experience	Some large arable fields that are more of an industrial farming scale
Extensive tree, woodland and vegetation dispersed organically within fields	The M4 is a significant feature which cuts through the landscape however it is not over bearing or the dominant feature of the landscape in proximity to the Scheme. The only influence of the M4 was observed at PRow NETT 43
Field patterns generally intact	Larger roads further way from the site such as the B4039, B4040 and A46 Bath Road are busier and become a more dominant aural and visual influence on the landscape

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Field patterns are mostly defined by natural patterns such as watercourses; some exceptions exist around Norton with large open fields near Site B as an example.	Frequent noise of small planes was evident through the survey and whilst this reduced tranquillity this was at the lower end of the scale, infrequent and of relatively short duration
Big skies in areas of open landscape with visibility of distant hills and wooded horizons	Cars were evident across the route with cars reducing tranquillity as they approached/ passed which reduced with distance. The experience was generally fleeting unless in proximity to the roads when vehicles were passing.
Extensive PRoW across the landscape provides a good level of access through the landscape giving a perception of movement and freedom	Forestry vehicles
Farm animals are present creating the perception of a working rural landscape	Cyclists travelling at speed
Bird song is present across the PRoW	Construction work/lorries
Leaves and rustling was audible because of an absence of noise given low wind during the survey	Farm vehicles
There are pockets of perceived wildness in areas of unmanaged woodland and historic hedgerows which give the perception of time depth associated with an older/historic managed landscape;	Residential properties although generally quiet
Cyclists present and chatting	Workmen repairing roofs
Trains not experienced	
Residential properties	

Current Baseline Assessment

- 7.2.10 The current baseline has a **High** level of tranquillity with minimal negative effects upon tranquillity anticipated once Network Rail works have ceased.

Assessment at Construction

- 7.2.11 The construction route itself would have a relatively low impact upon the tranquillity experienced by receptors using the PRow network in the CNL and its setting with the exception of those immediately associated with the Fosse Way. Due to the duration of aural and visual effects of moving vehicles and the dynamic routes of PRow receptors moving through the landscape, the effects of the construction route on PRow receptors perception of tranquillity would be limited. This is because the effects would be short lived and likely to be experienced only a limited number of times by receptors. For instance, receptors would likely only see or hear a small number of vehicle movements while traversing the local PRow network.
- 7.2.12 Effects of construction of the Scheme on the PRow network would be more impactful both visually, perceptually, experientially and aurally. The current Network Rail work along the Fosse Way as an example can be heard near the boundary of the CNL and visibility of these works is possible along Alderton Road/Church Lane and the Fosse Way.
- 7.2.13 During construction, work movement across the landscape from construction vehicles would be apparent across the Scheme with the character and tranquillity of the landscape across the Scheme and local landscape changing as a result.
- 7.2.14 Receptors travelling from the CNL boundary would move into the setting of the CNL. As they move towards the Scheme they would hear the Scheme first with piling being the most pronounced change. Perceptually this would be associated with construction, and receptors would experience a negative change in aural tranquillity.
- 7.2.15 As receptors move towards the Scheme they move further from the CNL and would begin to see a transition of the Scheme being constructed. This would likely be a small portion of the Scheme such as a sub parcel of Scheme A for instance. Due to the nature of the landscape composition, intervisibility between sites and field parcels is generally limited. PRow such as SHER 16 near Site A would be an example where a larger change would be experienced and this would also have visibility of the site access and the start of the construction route.
- 7.2.16 PRow that pass through sites A-C would experience most change as they pass through or alongside the construction of the Scheme. Beyond the Scheme they would move into areas of higher visual tranquillity once

again, although aurally tranquillity would be reduced across a large area of the local PRow network. Sequentially there would be the opportunity of experiencing the construction route or construction of the Scheme as receptors travel along and across the local PRow network, notwithstanding the assessment at paragraph 7.2.11 above.

- 7.2.17 Receptors travelling in the opposite direction from outside the setting of the CNL would experience the construction route and/or the Scheme under construction. They would then see a reduction of visual and aural effects as they move further away from the Scheme toward the CNL.
- 7.2.18 Essentially receptors travelling towards the Scheme from the CNL and through its setting, through areas of mitigation and out will experience change but the further away from the CNL they move the less association they would have to it. Conversely those travelling from outside the CNL setting would experience change, move through areas of proposed mitigation and then towards the CNL boundary with the effects upon tranquillity increasing the closer to the CNL and the further away from the Scheme they are. This is very apparent while travelling along PRow Nort 1. Travelling towards the CNL the field at the start of the PRow is large in scale and has a reduced level of tranquillity as a result as it feels man made with little internal vegetation to break up scale. Travelling towards the Scheme receptors would travel through an area of mitigation. As they pass close to the Scheme infrastructure at Site B they would experience a large reduction in tranquillity with visibility of the Scheme. Once passing through the Scheme and into the designed CNL buffer the landscape quality increases the closer to the CNL is travelled whilst the effects of the Scheme diminish with distance. This is equal travelling in the other direction. Travelling from the CNL toward the Scheme tranquillity is high. The further towards the scheme the landscape quality and tranquillity reduce through the designed CNL buffer to an area of future visual mitigation followed by the Scheme infrastructure and then out towards the landscape towards Norton.
- 7.2.19 The construction baseline assessment is set out in Table 7-2 below:

Table 7-2 - Scheme – Public Rights of Way (PRow) Assessment

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
	Visual and aural impact of 8 HGV movements per hour on peak days and just over 5 HGV movements per hour on an average day during times of construction along rural roads

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
	Aural and visual effects of the emerging Scheme infrastructure
	Movement across sites A-C
	Minor hedgerow loss to accommodate the Scheme
	Perceived change of landuse along construction route where the Scheme is visible and introduction of a new feature across the landscape
	Man made sounds as a result of construction activity and increased vehicular movements along the transport route

Construction Assessment

- 7.2.20 The Construction route itself would have a relatively low impact upon the tranquillity of the CNL for PRoW users and tranquillity would remain **High**.
- 7.2.21 The in combination effects of construction across the Scheme sites A-C on the local PRoW network within the setting of the CNL would reduce tranquillity in proximity to the Scheme and towards the buffers of the CNL Implemented as embedded mitigation within the LVIA and LEMP. Here tranquillity would be reduced from **High to Low** during hours of construction and to **Medium** outside the hours of construction where the Scheme is noticeably visible. Tranquillity would increase with proximity to the CNL and with distance from the Scheme where only aural effects would be experienced during hours of construction and from the Scheme as opposed to the transport route. Effects at the CNL boundary on PRoW receptors would result in **Medium to High** tranquillity during construction and **High** outside of the hours of construction resulting in a drop in tranquillity due to aural effects.

Assessment at Operation

- 7.2.22 During operation there would be no effects on the tranquillity of the CNL or its setting from the construction route as this would have ceased at operation (excluding replacement activities).
- 7.2.23 At the end of construction and the start of operation the effects on tranquillity would be experienced by receptors using any PRoW running through the Scheme and those in the immediate vicinity. The change

would be visual, experiential and perceptual. The fabric of the landscape would be unchanged, but the change in character would include the introduction of a large solar array and associated infrastructure. This visual change would reduce the sense of tranquillity due to a large man-made influence over the landscape with visual, perceptual and experiential change apparent.

- 7.2.24 Between years 5-15 as extensive landscape and visual mitigation establish across the landscape of the Scheme aural tranquillity would have a potential to increase with additional sounds associated with the quantum of planting being introduced to this landscape. This would be balanced by residual visual intrusion of the Scheme in the landscape as mitigation matures but does not yet mitigate the Scheme in full or as intended. At year 15 and until decommissioning the aural tranquillity would continue to increase and visual intrusion would reduce to a point at which the Scheme is largely assimilated into large sections of the landscape. Where the Scheme is visible this would significantly reduce tranquillity due to the change in land use through the introduction of the Scheme. This would not have an impact upon the tranquillity of the CNL but would affect its setting in proximity to the Scheme where the Scheme is visible.

Table 7-3 - Scheme – PRoW – Operation Assessment

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
New landscape and ecological mitigation visible	Visual effects of the completed Scheme
Elements of embedded design in place	Minor hedgerow reduction
Years 5-15 mitigation matures	Perceived change of land use where the Scheme is visible and introduction of a new feature across the landscape
Years 15 - 60 mitigation would mature and be effective	

Operation Assessment

- 7.2.25 The construction route itself would no longer have construction related vehicular movements (except during replacement activities) however the completed Scheme would now be perceptible although appear static in the landscape with minimal human activity. The fabric of the landscape would remain in place and still appreciated aurally.

- 7.2.26 Tranquillity across the local landscape surrounding and with visibility of the Scheme would be reduced to **Low to Medium** with the introduction of solar infrastructure and landscape and visual mitigation not yet established.
- 7.2.27 Between years 5-15 as mitigation planting matures the impact upon visual, experiential and perceptual effects of the Scheme on tranquillity would reduce in the setting of the CNL with less parcels visible. The aural effects of increased vegetation cover on tranquillity along the route would also increase. The effects would move tranquillity to **Medium** levels of tranquillity.
- 7.2.28 At year 15 and beyond the effects of the Scheme mitigation would be serving their intended purpose and would mitigate visibility of the Scheme along part of the PRow network within the setting of the CNL. The effects of the Scheme on visual, perceptual and experiential aspects of tranquillity where the scheme is visible would remain and the tranquillity would remain **Medium**. Where the Scheme is screened effects on tranquillity would become **Medium to High** as whilst the Scheme is not visible the receptors would know of its presence in the landscape reducing tranquillity.

Assessment at Decommissioning

- 7.2.29 At decommissioning it is assessed that the effects would be similar to those experienced at construction; however, the effects would be greatest at the start of decommissioning as opposed to construction where effects are greatest nearing the end of construction. Visual tranquillity will increase the longer decommissioning is on site but with aural disturbance remaining high, reducing only when individual sites become decommissioned. At the end of decommissioning tranquillity within the CNL and its setting would increase above the original baseline given the quantum of new and matured vegetation and up to 60 years of enhanced management. At the end of decommissioning the landowner would then have the ability to change the management of the land previously occupied by the Scheme but Scheme mitigation would at this stage also be subject to the usual protections such as forestry commission felling licences, hedgerow regulations and any changes in legislation during this time period.

Table 7-4 - Scheme – PRow – Decommissioning Assessment

Positive	Negative
Positive and Negative Aural/Visual/Experiential /Perceptual	
Perceived change of landuse along construction route where the Scheme visibility is reduced and the landscape returns to agricultural use.	Visual and aural impact of vehicle movements along rural roads
Change in land management	Visual and aural effects of the Scheme being decommissioned
	Movement across sites A-C
	Minor hedgerow loss to accommodate the Scheme decommissioning
	Reduction in natural sounds as a result of decommissioning activity and increased vehicular movements along the transport route
	Change in land management
	Disturbance of ground cover across the Scheme where infrastructure is removed.

Decommissioning Assessment

- 7.2.30 The construction route itself would have a relatively low impact upon the tranquillity of the CNL and its setting for local PRow receptors, similar to construction due to the nature of the receptors and vehicles travelling across the landscape with effects on tranquillity being low leading to a **High** level of Tranquillity along the construction route where there is no visibility of the Scheme. In-combination effects with the decommissioning of the Scheme would see movement across the Scheme similar to construction but with effects reducing the longer the decommissioning is underway. During this time the effects upon tranquillity of the PRow network would be reduced to **Low** during the hours of decommissioning as aural, visual, experiential and perceptual aspects of tranquillity would be impacted by the Scheme. At the end of construction, the tranquillity would return to **High** in line with the original baseline assessment however the landscape overall would be more tranquil as a result of the Scheme due to the extent of landscape and visual mitigation now fully matured.

8 Night Time Assessment

8.1 Site Visit

- 8.1.1 A visit was undertaken on 29th July 2026 approximately 30 minutes after sunset and for approximately 1 hour thereafter. This included a drive around the transport route with frequent stops including along the Fosse Way. The experience perceptually was of relative tranquillity with some distant vehicle noise; however such noise was infrequent and short lived. Relative tranquillity at the higher end between **High and Very High** tranquillity was observed during this time. There was little wind and the predominant experience was an absence of noise. Visually the landscape was very dark with faint glows towards settlements and little moonlight. The ability to visualise rough locations of settlements in this landscape added to a sense of tranquillity experienced as it highlighted the often-significant distance between settlements and the influence of man, and the experience away from such light sources. Tree tops and the horizon were barely evident suggesting the majority of light highlighting these features was the remnants of dusk and its diminishing influence on the landscape. Features such as bats were evident along the Fosse Way adding to a sense of naturalness even along roads.
- 8.1.2 In terms of dark skies, the landscape is host to high levels of darkness aligning with the Light Pollution and Dark Skies mapping illustrated on figure 11 (Annex A). The only interference was the proximity to settlements and associated street lights, dwellings, passing cars and street lights associated with work to the railway line along the Fosse Way. In the majority of villages surrounding the Scheme external street lights are minimal and houses tend to be sparsely lit from within with limited external lighting.
- 8.1.3 Along the wider construction route light pollution from the M4 and villages was more apparent with sections of reduced light pollution between Acton Turville and old Sudbury and between Old Sudbury and Tormarton. The section of the construction route between the Gibb and the M4 (junction 18) was significantly less tranquil than in the area around the Scheme. Tranquillity is assessed as being **Low to Medium** for the majority of this section of the construction route.
- 8.1.4 Given the working hours of the Scheme during construction and decommissioning and the operational nature of the Scheme further assessment is not considered to be required as impacts of lighting and associated embedded mitigation have been addressed in the Outline Construction Environmental Management Plan (CEMP) with a small perceptual change to the baseline for a short duration during working hours in winter as a result of the Scheme.

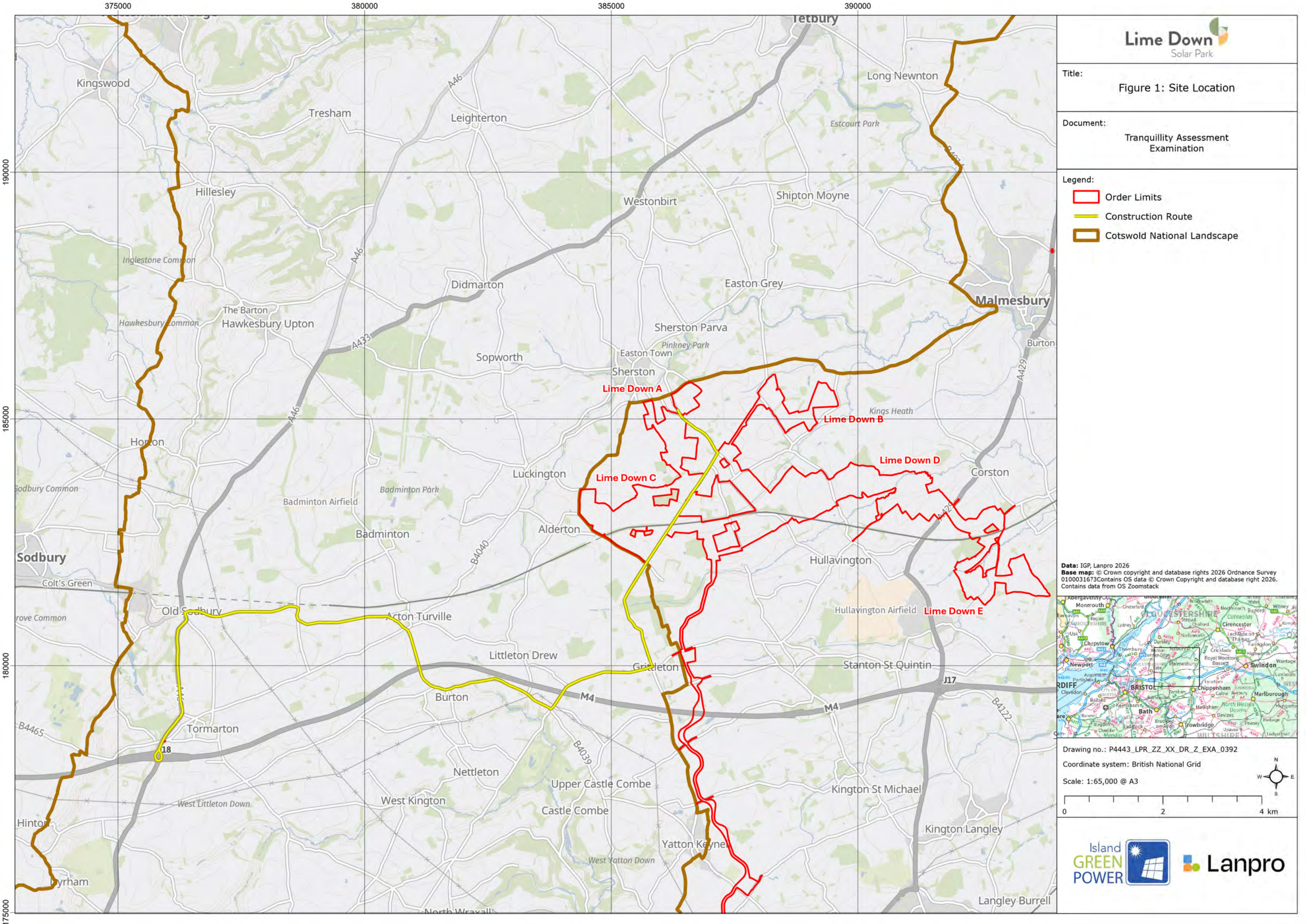
9 Conclusion

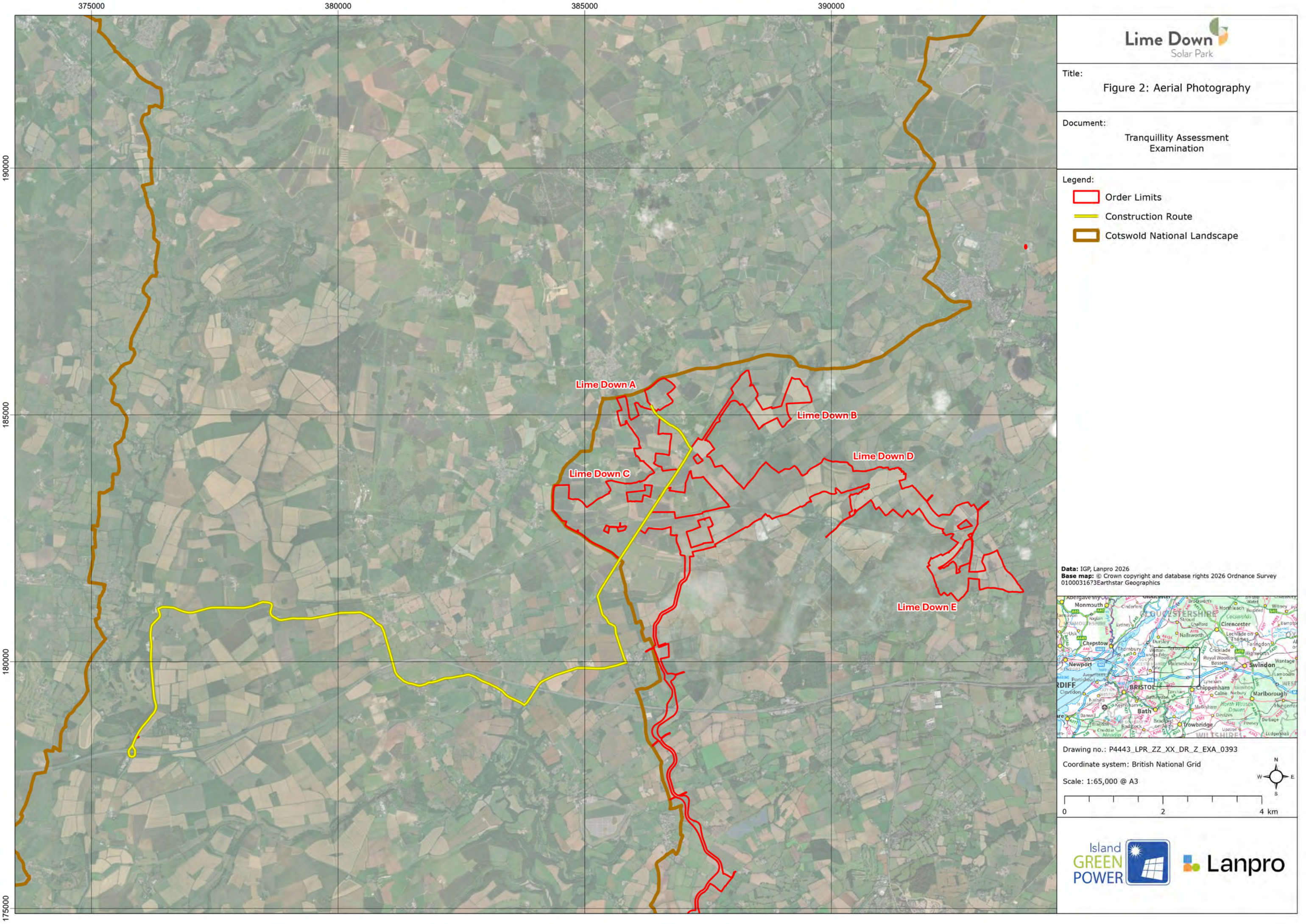
9.1 Summary of effects upon tranquillity

- 9.1.1 The areas surrounding the Scheme and within the setting of the CNL experience a high level of tranquillity and the night sky is very dark.
- 9.1.2 The desk-based assessment and site visit undertaken illustrated that the construction route is currently impacted by noise from minor and larger roads including the M4 as shown on figure 7 (Annex A).
- 9.1.3 The impact of the construction route on tranquillity within the CNL and its setting would be minimal creating aural and visual impact upon a focused section of the route principally affecting rural roads between the site access at Site A and the junction of Alderton Road/Church Road where aural and visual impacts would be experienced in combination with the Scheme at construction and decommissioning and for aural and visual impact of the construction route only up to the Grittleton Crossroads for construction and decommissioning.
- 9.1.4 Beyond Grittleton Crossroads the effects of the M4 and larger roads on tranquillity begin to be experienced and the resulting reduction in baseline tranquillity reduces the effects of the construction route. Where there are no in-combination effects with the Scheme.
- 9.1.5 The Scheme itself would reduce tranquillity surrounding sites A-C but would have a relatively low impact upon the tranquillity of the CNL due to the embedded mitigation providing a large offset between the Scheme and CNL. The effects of construction, operation and decommissioning do extend to the setting of the CNL as assessed in the context of setting in this report which extends to the Fosse Way.
- 9.1.6 As receptors approach the CNL tranquillity increases with distance from the Scheme. Conversely receptors travelling from the CNL towards the Scheme experience a reduction in tranquillity.
- 9.1.7 Embedded Mitigation associated with the Scheme would reduce the aural effects of decommissioning along the Fosse Way and wider Scheme mitigation would result in positive aural and perceptual aspects of tranquillity where they screen the Scheme during operation. Where mitigation does not screen the Scheme effects on tranquillity would be negative and would reduce tranquillity.
- 9.1.8 The effects of the construction route on the CNL and its setting are limited and wouldn't result in a significant change to the tranquillity of the CNL given the current aural and visual baseline and predicted vehicle movements.

- 9.1.9 The construction period is temporary with the effects of the construction route and construction on the CNL and its setting being up to two years and then ceasing and returning to a similar state to the original baseline aurally, notwithstanding visual effects on tranquillity associated with the Scheme.

Annex A : Tranquillity Assessment Figures 1-12





Title:
Figure 2: Aerial Photography

Document:
Tranquillity Assessment
Examination

- Legend:
- Order Limits
 - Construction Route
 - Cotswold National Landscape

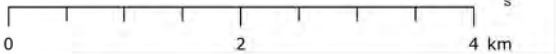
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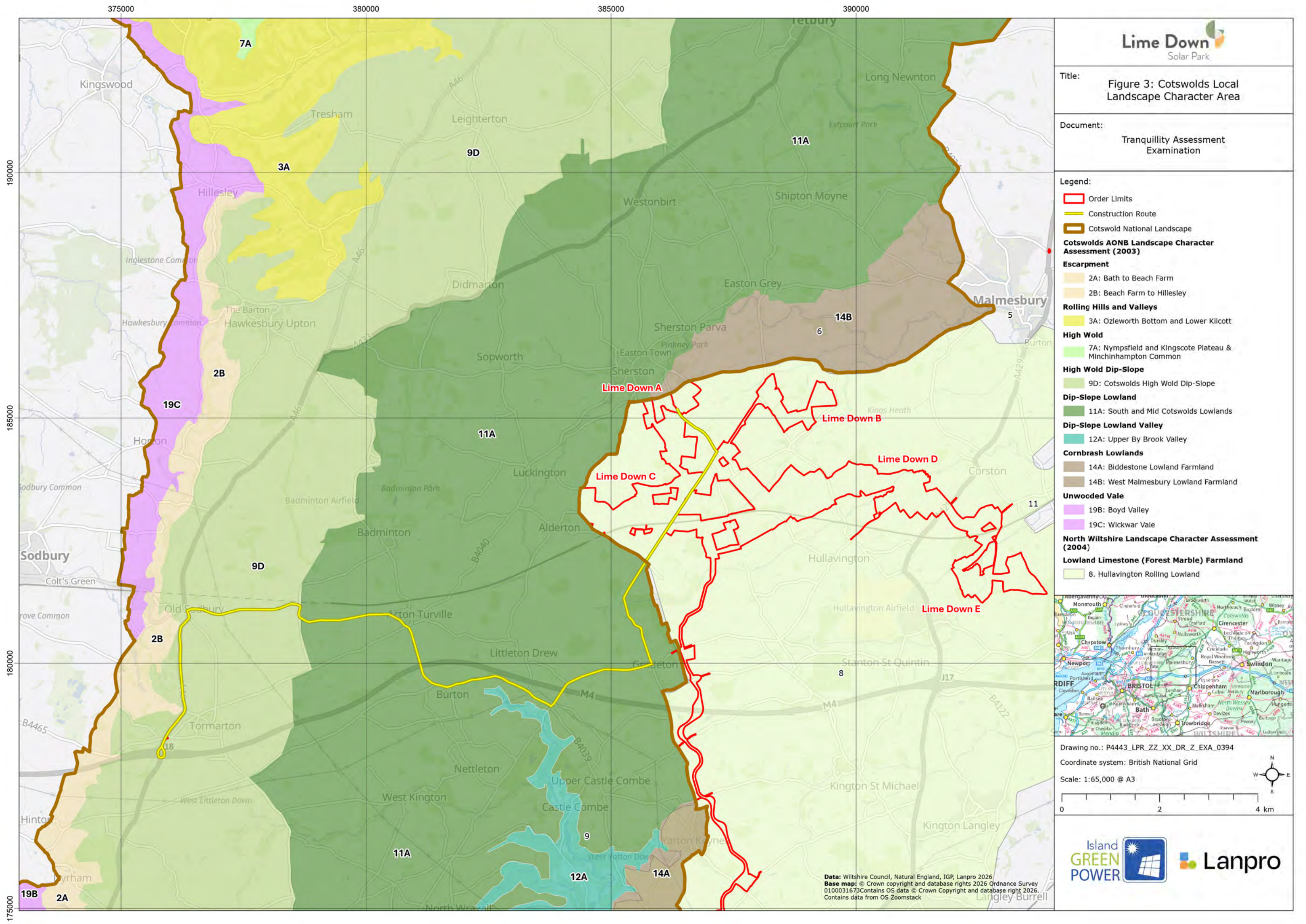


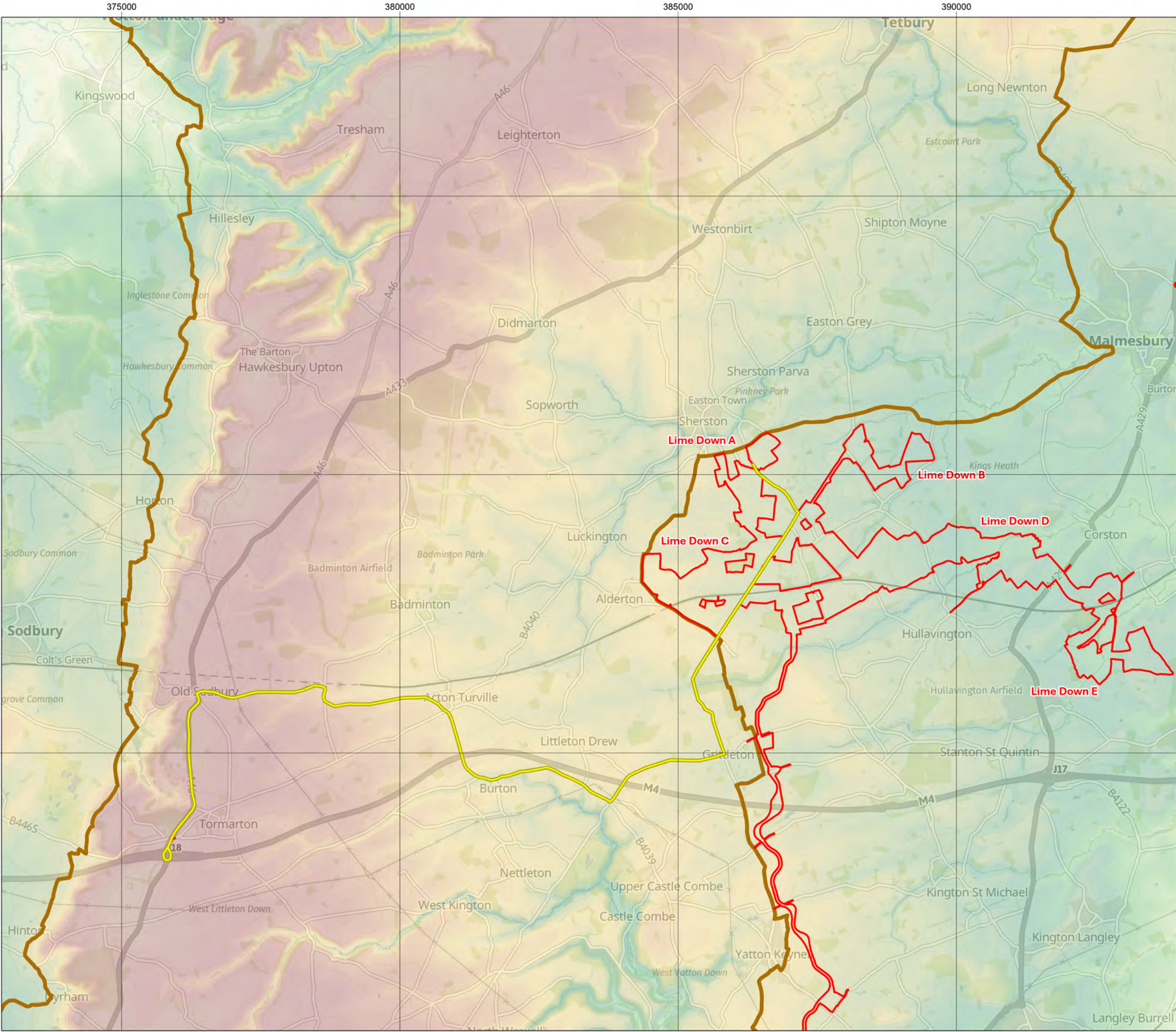
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Scale: 1:65,000 @ A3









Title:

Figure 4: Landform

Document:

Tranquillity Assessment Examination

Legend:

-  Order Limits
-  Cotswold National Landscape

Digital Terrain Model (DTM)

mAOD

-  269m
-  7m

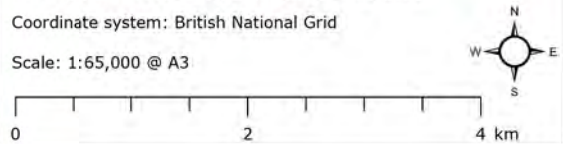
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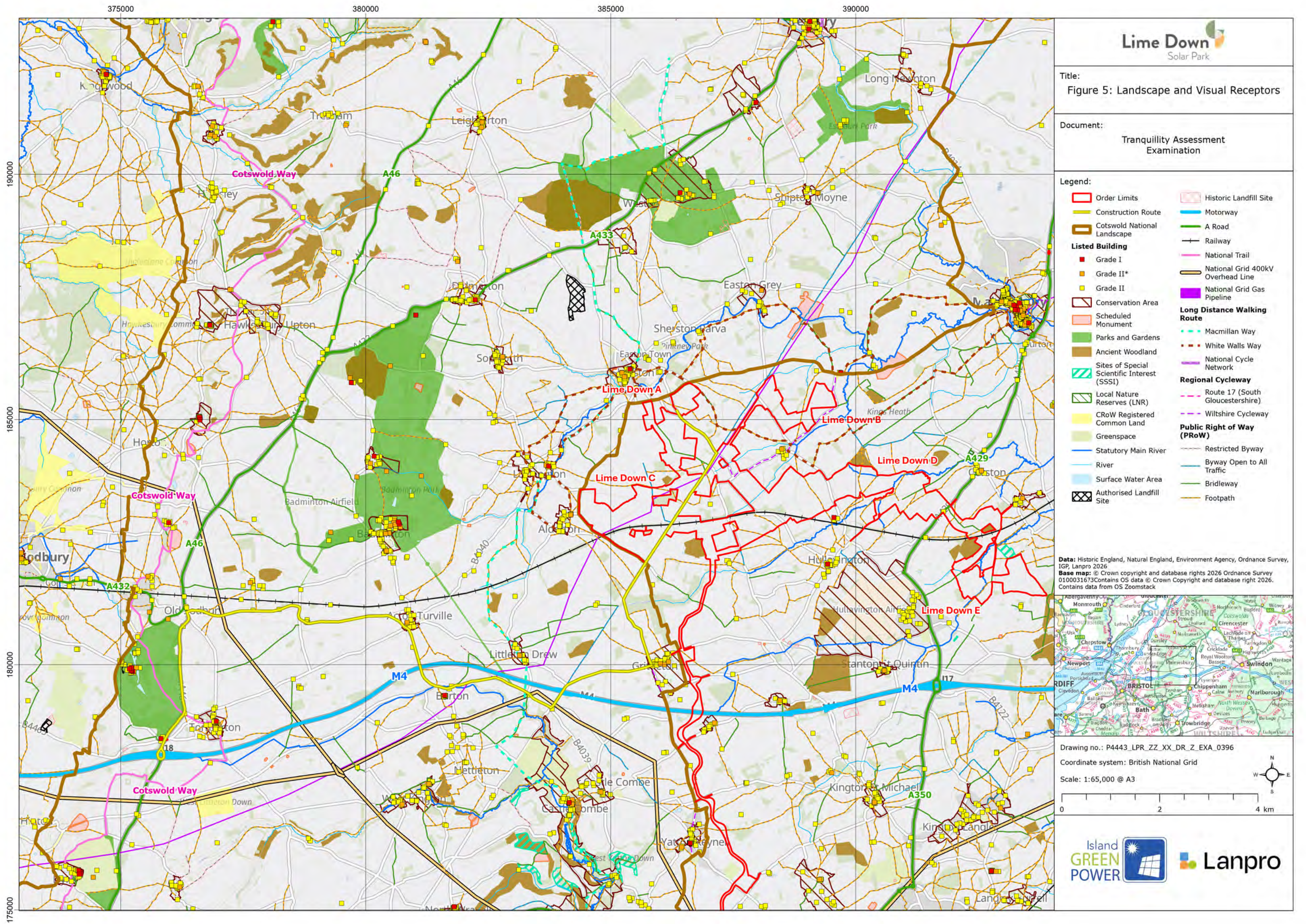
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Coordinate system: British National Grid

Scale: 1:65,000 @ A3







- Legend:
- | | |
|---|------------------------------------|
| Order Limits | Historic Landfill Site |
| Construction Route | Motorway |
| Cotswold National Landscape | A Road |
| Listed Building | Railway |
| Grade I | National Trail |
| Grade II* | National Grid 400kV Overhead Line |
| Grade II | National Grid Gas Pipeline |
| Conservation Area | Long Distance Walking Route |
| Scheduled Monument | Macmillan Way |
| Parks and Gardens | White Walls Way |
| Ancient Woodland | National Cycle Network |
| Sites of Special Scientific Interest (SSSI) | Regional Cycleway |
| Local Nature Reserves (LNR) | Route 17 (South Gloucestershire) |
| CRoW Registered Common Land | Wiltshire Cycleway |
| Greenspace | Public Right of Way (PRoW) |
| Statutory Main River | Restricted Byway |
| River | Byway Open to All Traffic |
| Surface Water Area | Bridleway |
| Authorised Landfill Site | Footpath |

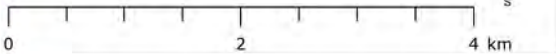
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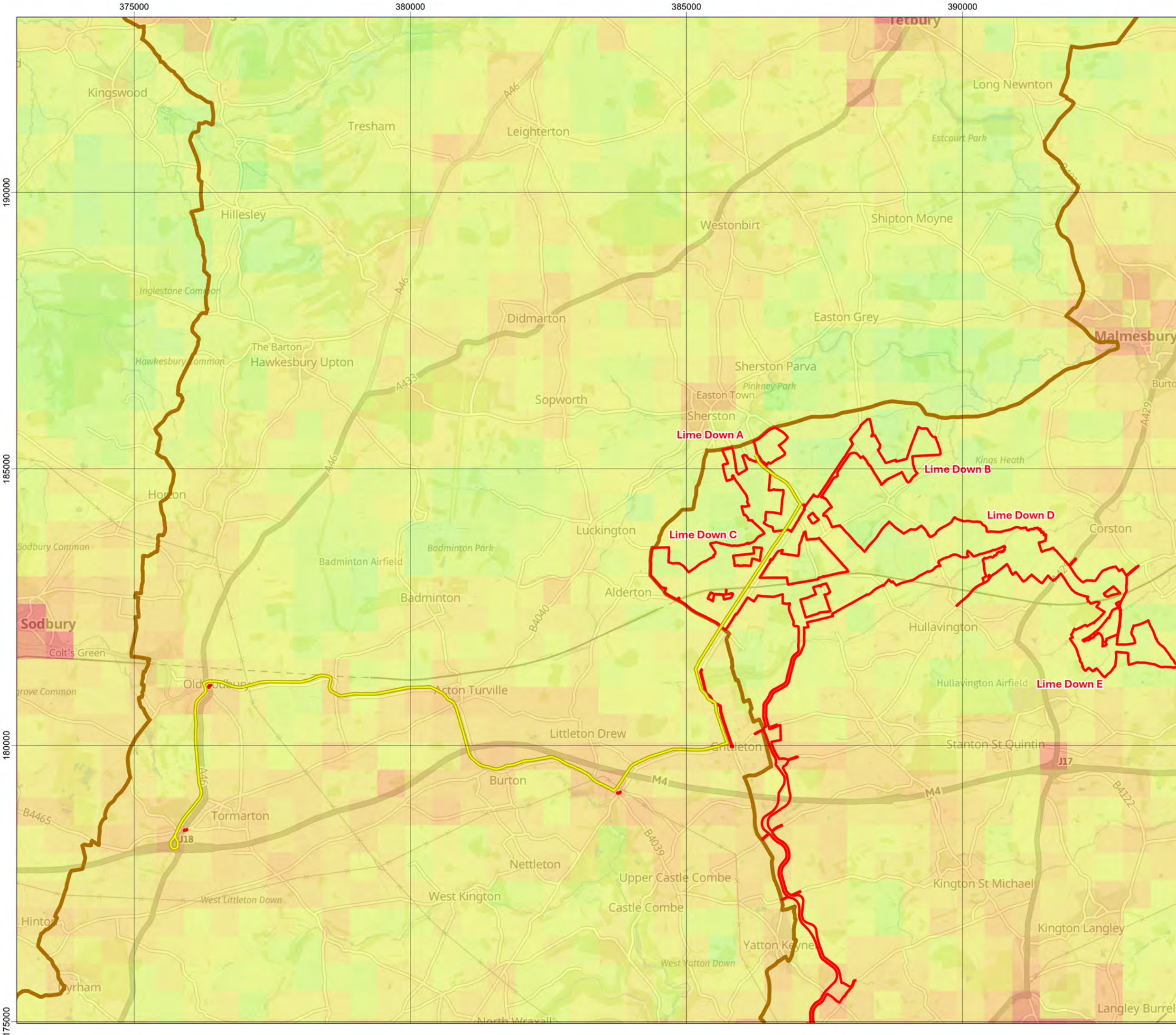


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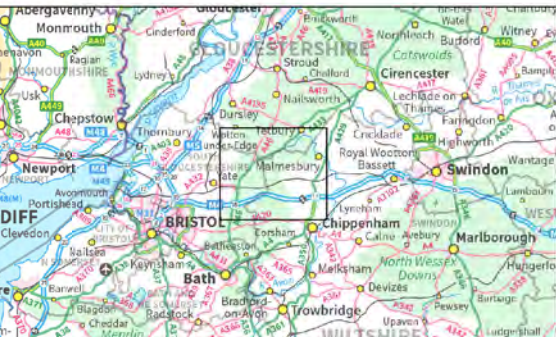


Title:
Figure 6: Tranquillity Baseline

Document:
Tranquillity Assessment
Examination

- Legend:
- Order Limits
 - National Landscape
 - Tranquillity - CPRE (2006)**
 - Most Tranquil
 - Least Tranquil

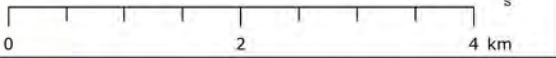
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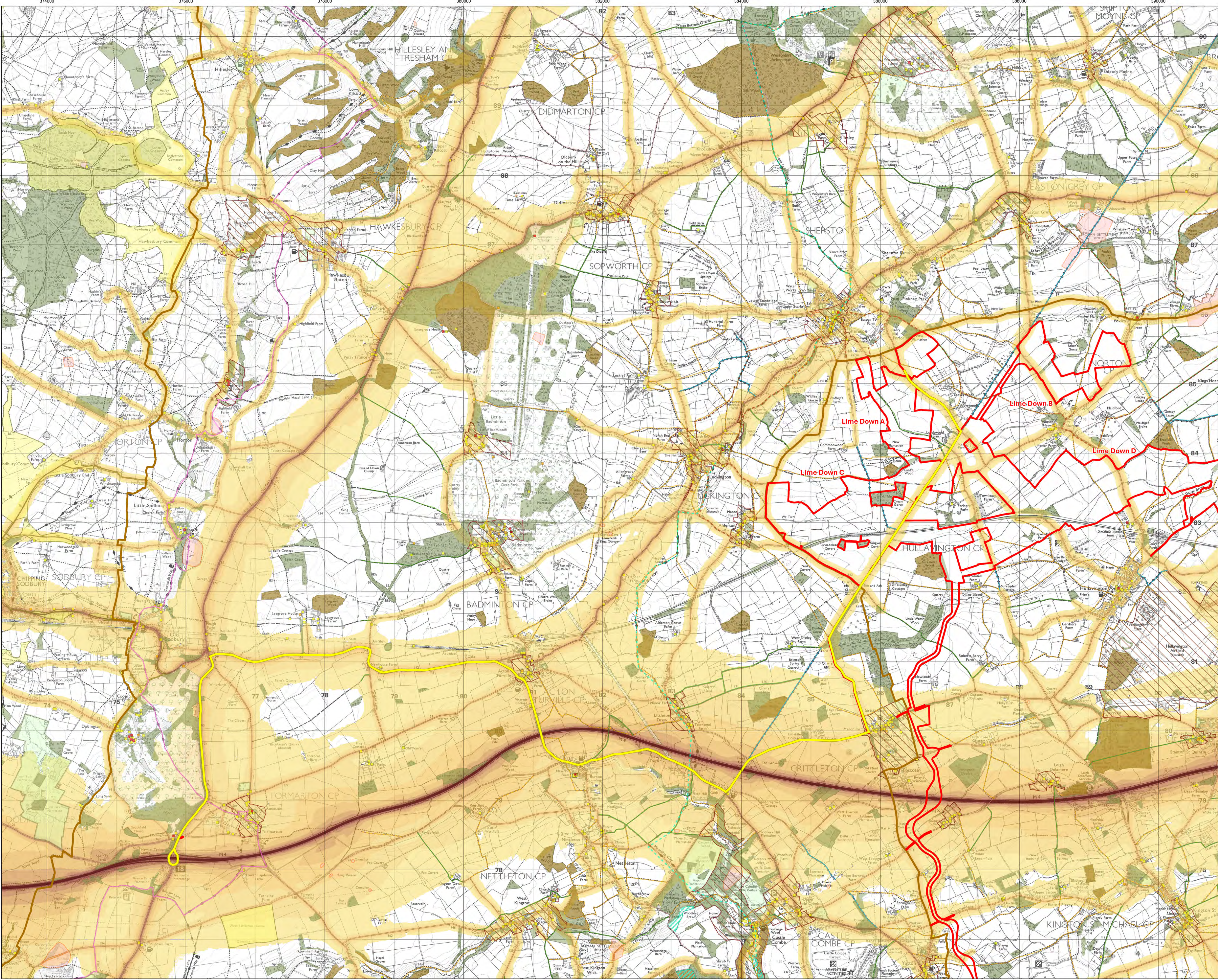


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Figure 7: Noise Sources and Receptors

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Tranquillity Assessment Examination

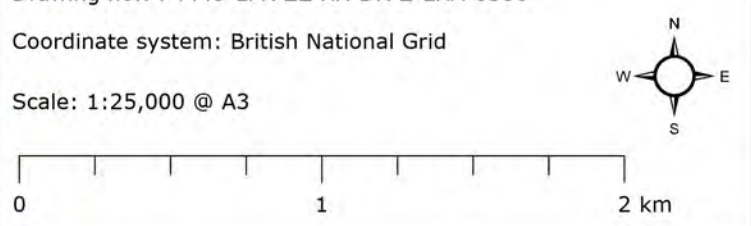
Legend:

- Order Limits
- Construction Route
- Cotswold National Landscape
- Listed Building
 - Grade I
 - Grade II*
 - Grade II
- Conservation Area
- Scheduled Monument
- Parks and Gardens
- Sites of Special Scientific Interest (SSSI)
- Ancient Woodland
- Woodland
- CRoW Registered Common Land
- Greenspace
- National Trail
- Long Distance Walking Route
 - Macmillan Way
 - White Walls Way
- Public Right of Way (PROW)
 - Footpath
 - Bridleway
 - Restricted Byway
 - BOAT
- Current Typical Road Noise (LAeq 16hr)
 - <40 dB
 - 40 - 45 dB
 - 45 - 50 dB
 - 50 - 55 dB
 - 55 - 60 dB
 - 60 - 65 dB
 - 65 - 70 dB
 - 70 - 75 dB
 - 75 - 80 dB
 - >=80 dB

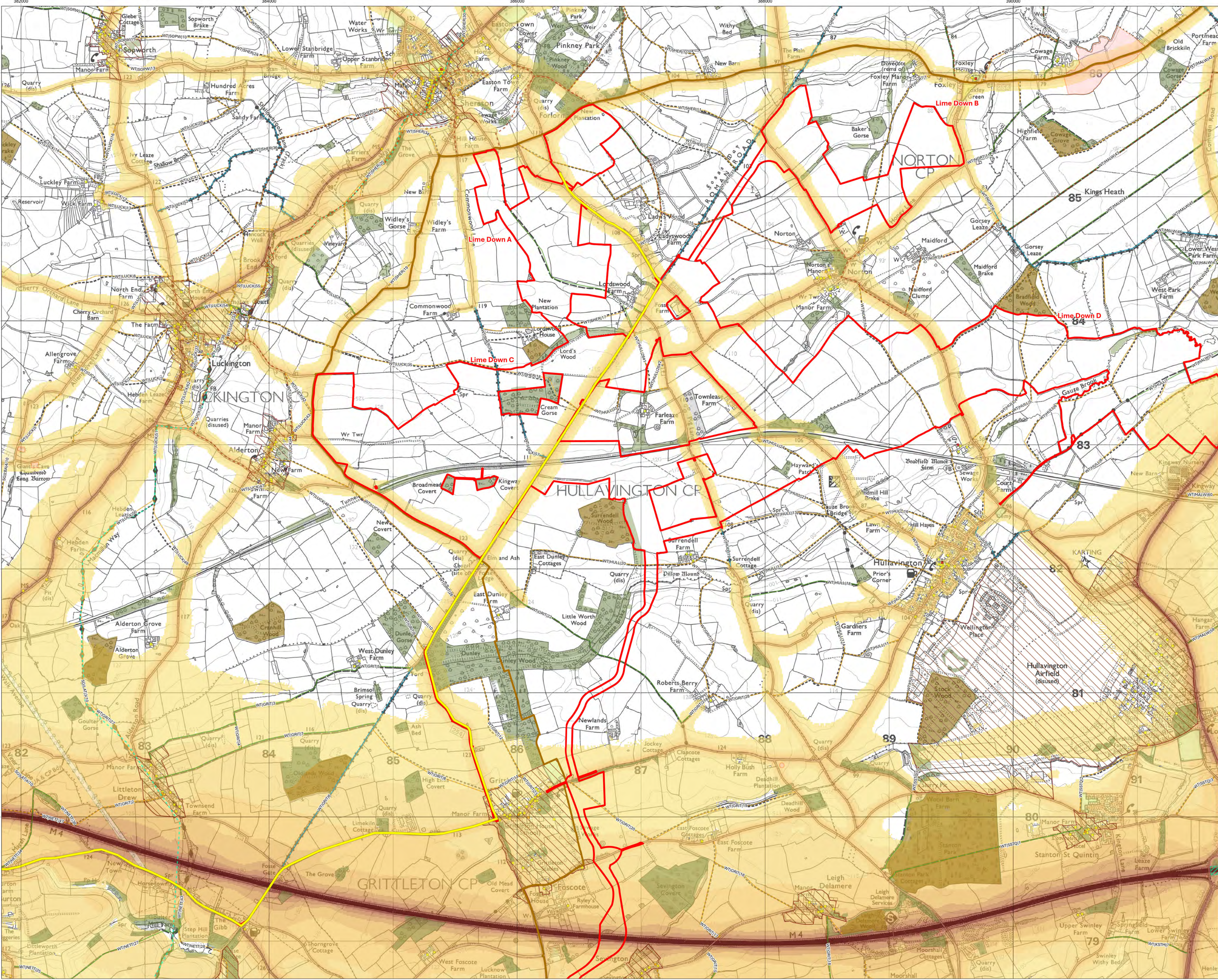
Data: DEFRA, 2026; Historic England, 2026; Environment Agency, 2026; Natural England, 2026; ICP, 2026
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Title:

Figure 8: Noise Sources and Receptors (Detail)

Document:

Tranquillity Assessment Examination

Legend:

- Order Limits
- Construction Route
- Cotswold National Landscape
- Listed Building
 - Grade I
 - Grade II*
 - Grade II
- Conservation Area
- Scheduled Monument
- Parks and Gardens
- Sites of Special Scientific Interest (SSSI)
- Ancient Woodland
- Woodland
- CRoW Registered Common Land
- Greenspace
- Long Distance Walking Route
 - Macmillan Way
 - White Walls Way
- Public Right of Way (PROW)
 - Footpath
 - Bridleway
 - Restricted Byway
 - BOAT
- Current Typical Road Noise (LAeq 16hr)
 - <40 dB
 - 40 - 45 dB
 - 45 - 50 dB
 - 50 - 55 dB
 - 55 - 60 dB
 - 60 - 65 dB
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 - 75 - 80 dB
 - >=80 dB

Data: DEFRA, 2026; Historic England, 2026; Environment Agency, 2026; Natural England, 2026; ICP, 2026

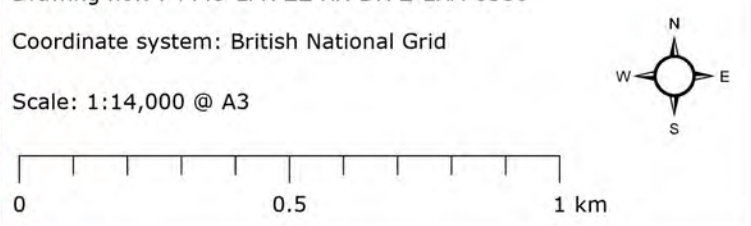
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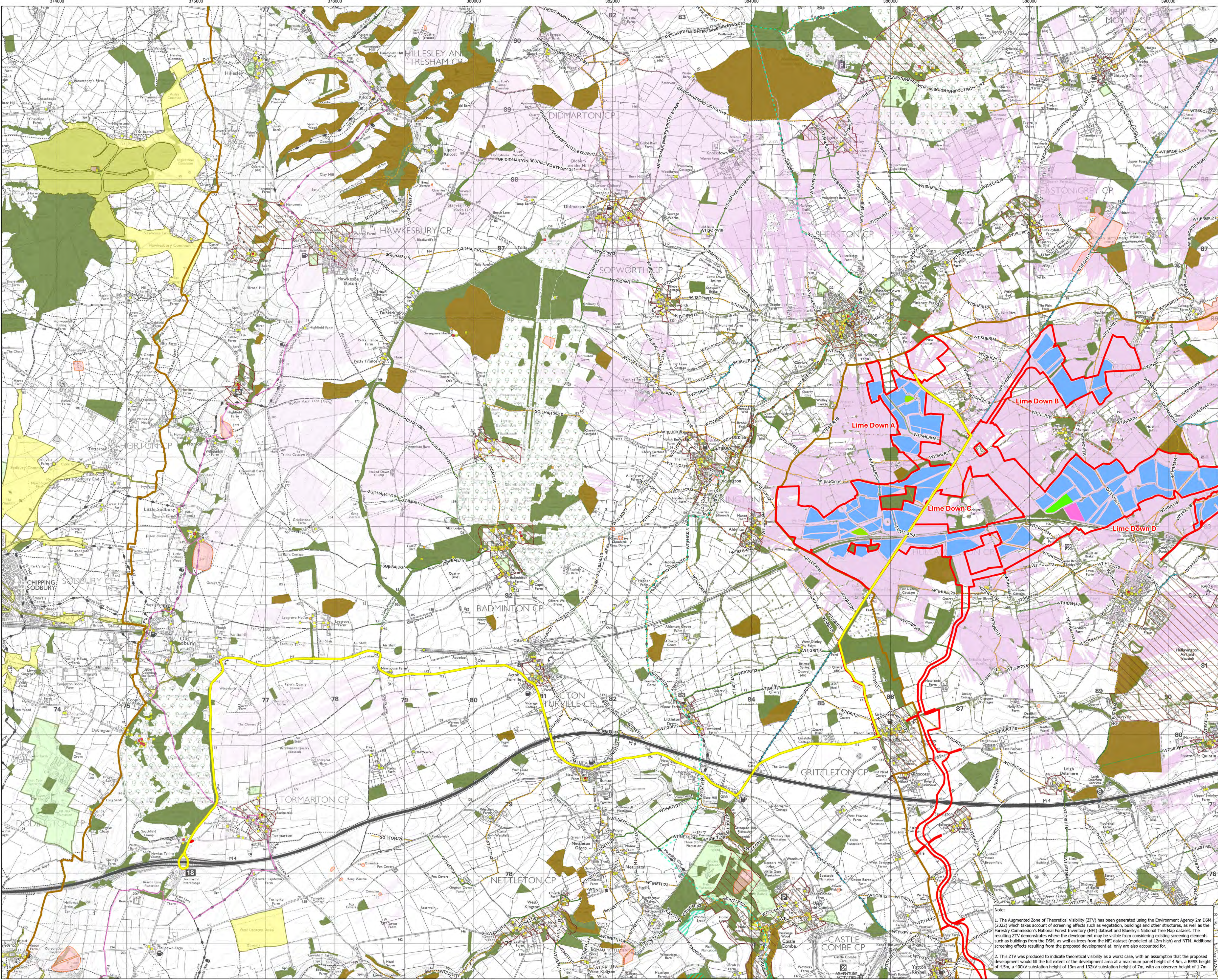
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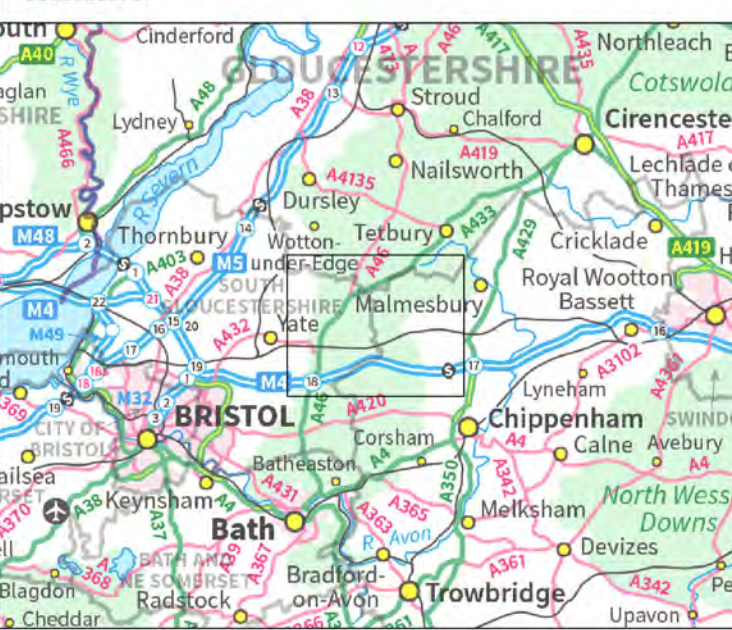
Title:
Figure 9: Zone of Theoretical Visibility (ZTV) and Receptors

Document:
Tranquillity Assessment Examination

Legend:

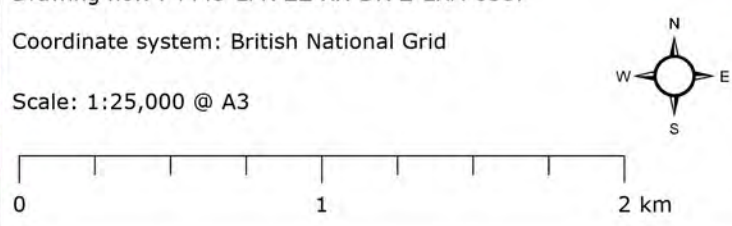
- Order Limits
- Construction Route
- Solar PV Sites
- 400kV Substation
- 132kV Substation
- BESS Area
- Cotswold National Landscape
- Listed Building
 - Grade I
 - Grade II*
 - Grade II
- Conservation Area
- Scheduled Monument
- Parks and Gardens
- Sites of Special Scientific Interest (SSSI)
- Local Nature Reserves (LNR)
- Special Area of Conservation (SAC)
- Ancient Woodland
- Woodland
- CroW Registered Common Land
- Greenspace
- National Trail
- Long Distance Walking Route
- Macmillan Way
- White Walls Way
- Public Right of Way (PROW)
- Footpath
- Bridleway
- Restricted Byway
- BOAT
- Augmented ZTV

Data: DEFRA, 2026; Historic England, 2026; Environment Agency, 2026; Natural England, 2026; ICR, 2026
Base map: © Crown copyright and database rights 2026 Ordnance Survey 0100031673



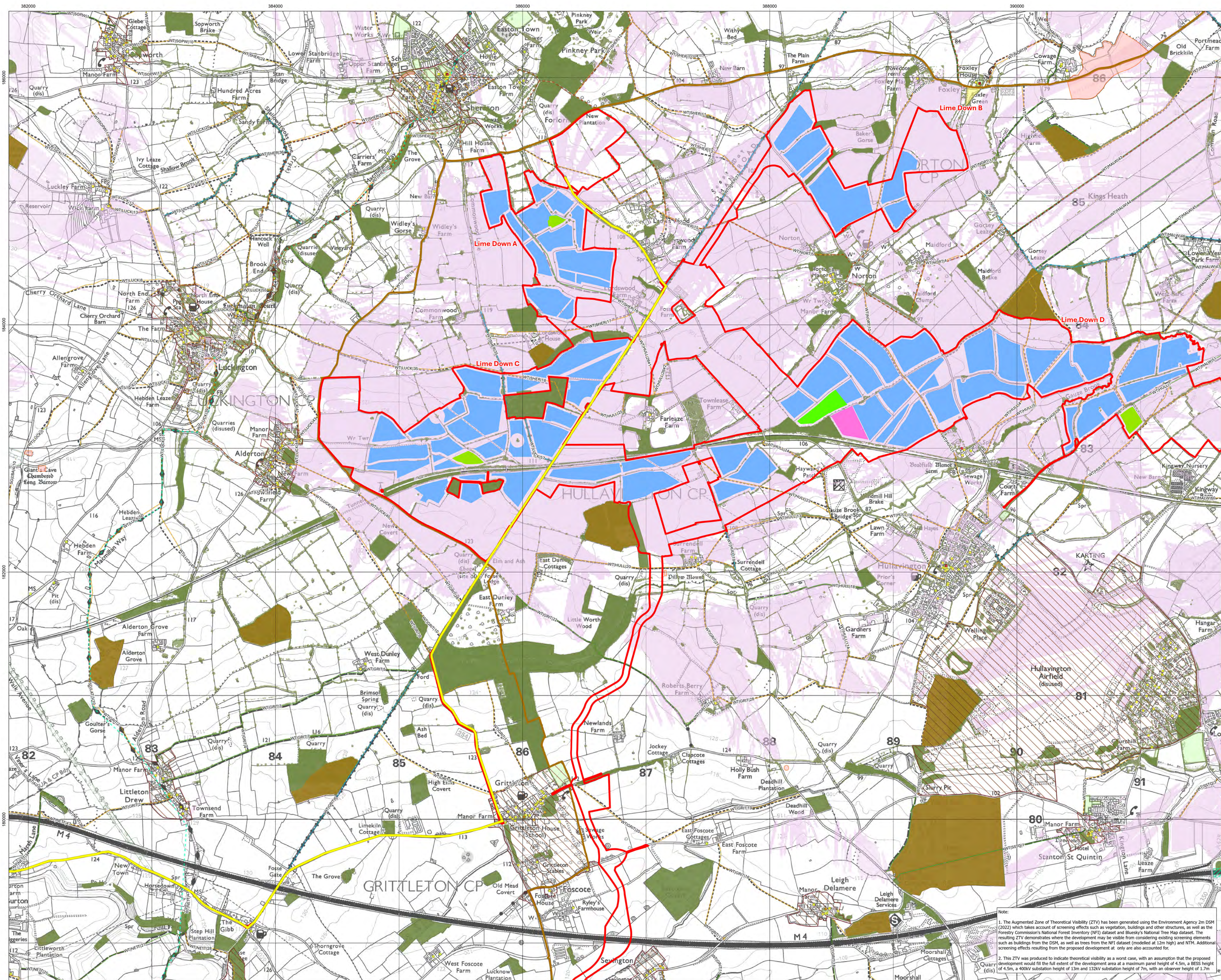
Drawing no.: P4443-LPR-ZZ-XX-DR-Z-EXA-0387
Coordinate system: British National Grid

Scale: 1:25,000 @ A3



Note:
1. The Augmented Zone of Theoretical Visibility (ZTV) has been generated using the Environment Agency 3m DSM (2022) which takes account of screening effects such as vegetation, buildings and other structures, as well as the Forestry Commission's National Forest Inventory (NFI) dataset and Bluesky's National Tree Map dataset. The resulting ZTV demonstrates where the development may be visible from considering existing screening elements such as buildings from the DSM, as well as trees from the NFI dataset (modelled at 12m high) and NTM. Additional screening effects resulting from the proposed development at only are also accounted for.
2. This ZTV was produced to indicate theoretical visibility as a worst case, with an assumption that the proposed development would fill the full extent of the development area at a maximum panel height of 4.5m, a BESS height of 4.5m, a 400kV substation height of 13m and 132kV substation height of 7m, with an observer height of 1.7m.





Title:
Figure 10: Zone of Theoretical Visibility (ZTV)
and Receptors (Detail)

Document:
Tranquility Assessment
Examination

- Legend:
- Order Limits
 - Construction Route
 - Solar PV Sites
 - 400kV Substation
 - 132kV Substation
 - BESS Area
 - Cotswold National Landscape
 - Listed Building
 - Grade I
 - Grade II*
 - Grade II
 - Conservation Area
 - Scheduled Monument
 - Parks and Gardens
 - Sites of Special Scientific Interest (SSSI)
 - Local Nature Reserves (LNR)
 - Special Area of Conservation (SAC)
 - Ancient Woodland
 - Woodland
 - CRoW Registered Common Land
 - Greenspace
 - National Trail
 - Long Distance Walking Route
 - Macmillan Way
 - White Walls Way
 - Public Right of Way (PROW)
 - Footpath
 - Bridleway
 - Restricted Byway
 - BOAT
 - Augmented ZTV

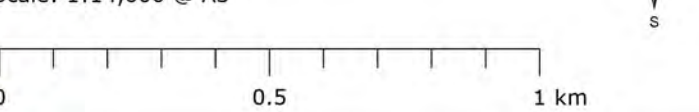
Data: DEFRA, 2026; Historic England, 2026; Environment Agency, 2026;
Natural England, 2026; IGP, 2026
Base map: © Crown copyright and database rights 2026 Ordnance Survey
0100031673.



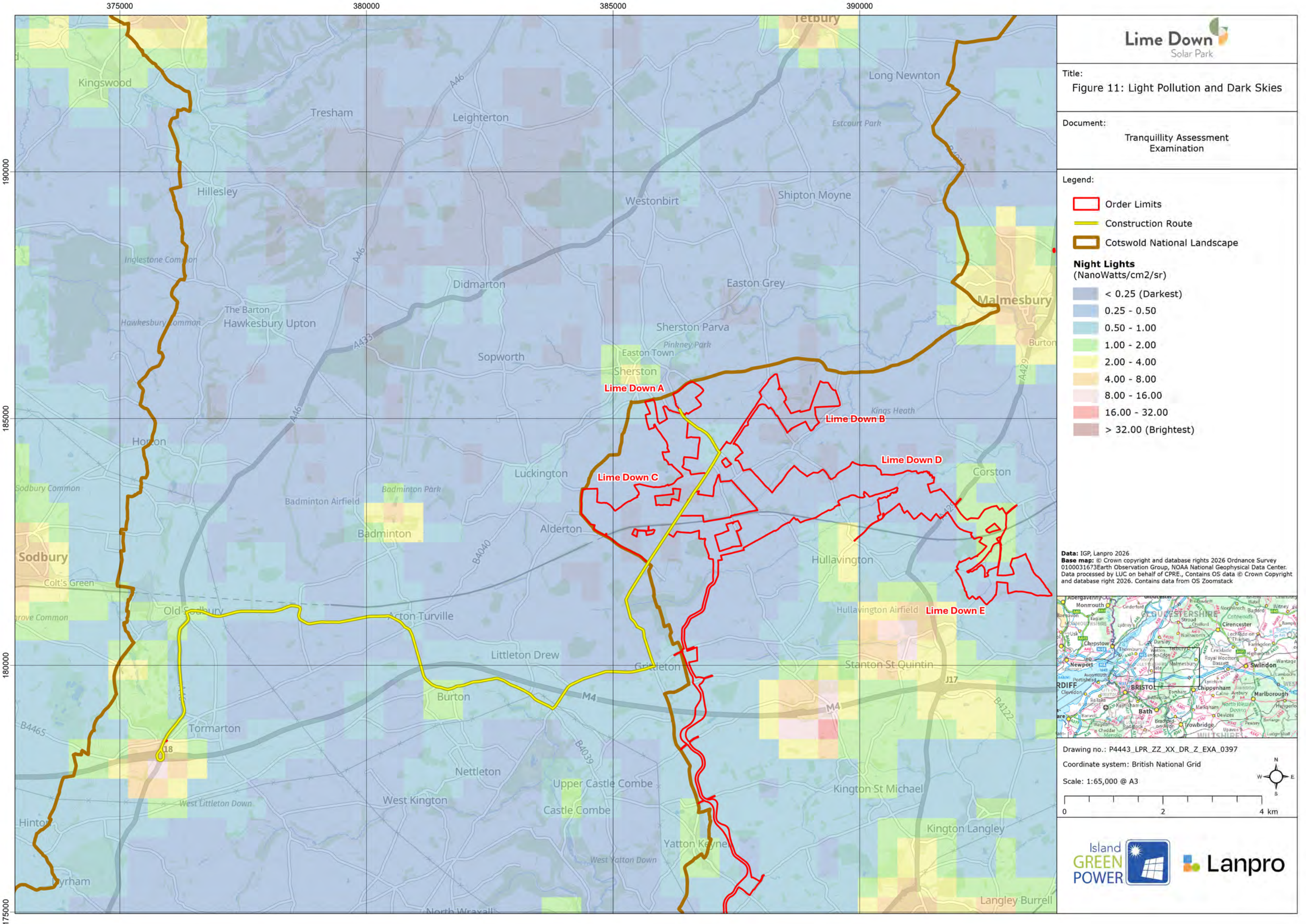
Drawing no.: P4443-LPR-ZZ-XX-DR-Z-EXA-0387

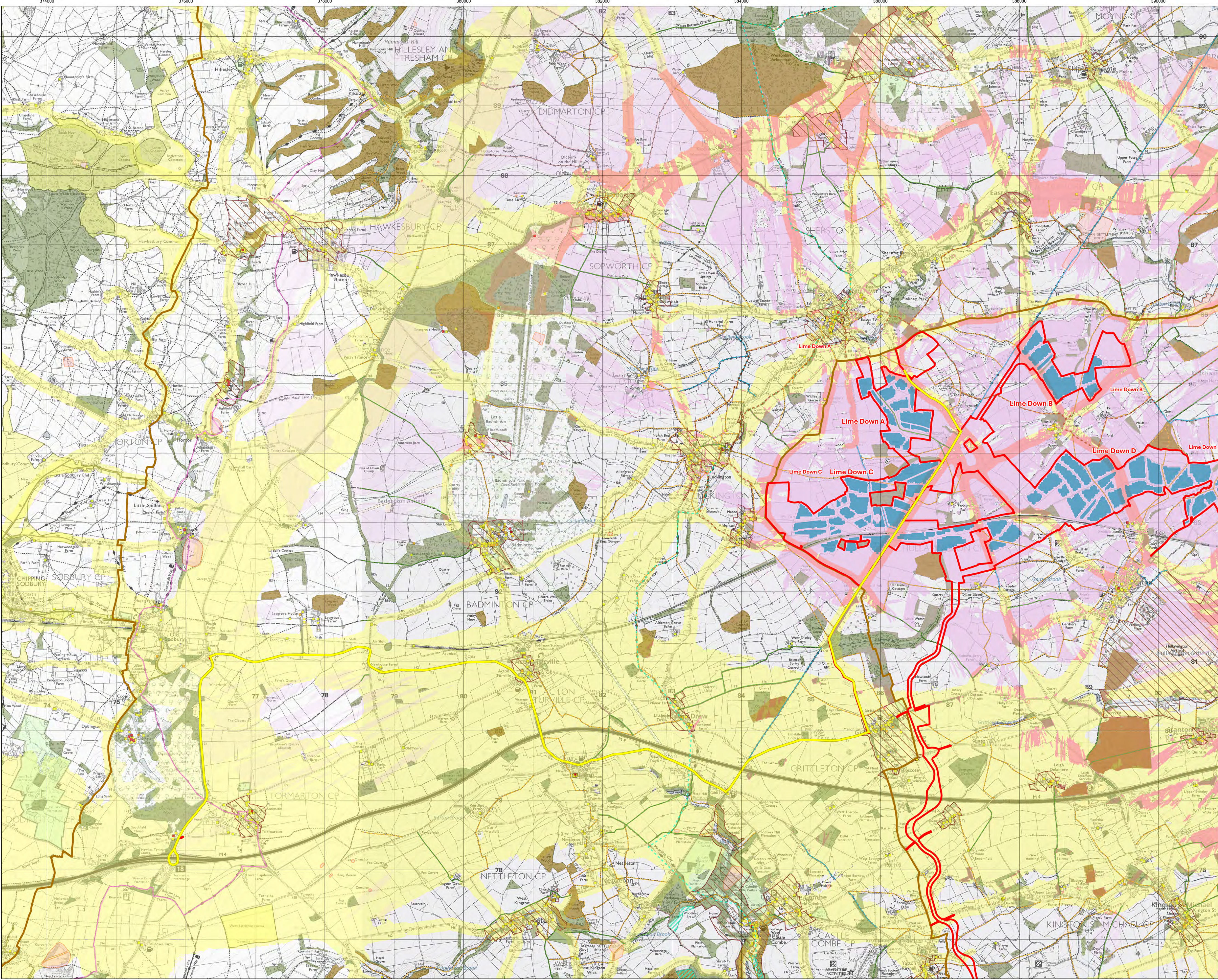
Coordinate system: British National Grid

Scale: 1:14,000 @ A3



Note:
1. The Augmented Zone of Theoretical Visibility (ZTV) has been generated using the Environment Agency 3m DSM (2022) which takes account of screening effects such as vegetation, buildings and other structures, as well as the Forestry Commission's National Forest Inventory (NFI) dataset and Bluesky's National Tree Map dataset. The resulting ZTV demonstrates where the development may be visible from considering existing screening elements such as buildings from the DSM, as well as trees from the NFI dataset (modelled at 12m high) and NTM. Additional screening effects resulting from the proposed development at only are also accounted for.
2. This ZTV was produced to indicate theoretical visibility as a worst case, with an assumption that the proposed development would fill the full extent of the development area at a maximum panel height of 4.5m, a BESS height of 4.5m, a 400kV substation height of 13m and 132kV substation height of 1.7m with an observer height of 1.7m.







Title:

Figure 12: Noise Sources, Zone of Theoretical Visibility (ZTV) and Receptors

Document:

Tranquillity Assessment Examination

Legend:

- Order Limits
- Construction Route
- Cotswold National Landscape
- Listed Building
 - Grade I
 - Grade II*
 - Grade II
- Conservation Area
- Scheduled Monument
- Parks and Gardens
- Sites of Special Scientific Interest (SSSI)
- Ancient Woodland
- Woodland
- CRoW Registered Common Land
- Greenspace
- National Trail
- Long Distance Walking Route
 - Macmillan Way
 - White Walls Way
- Public Right of Way (PRoW)
 - Footpath
 - Bridleway
 - Restricted Byway
 - BOAT
- Both Augmented ZTV and Typical Road Noise
- Augmented ZTV
- Current Typical Road Noise (LAeq 16hr)

Data: DEFRA, 2026; Historic England, 2026; Environment Agency, 2026; Natural England, 2026; IGP, 2026

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Drawing no.: P4443-LPR-ZZ-XX-DR-Z-EXA-0398

Coordinate system: British National Grid

Scale: 1:25,000 @ A3

