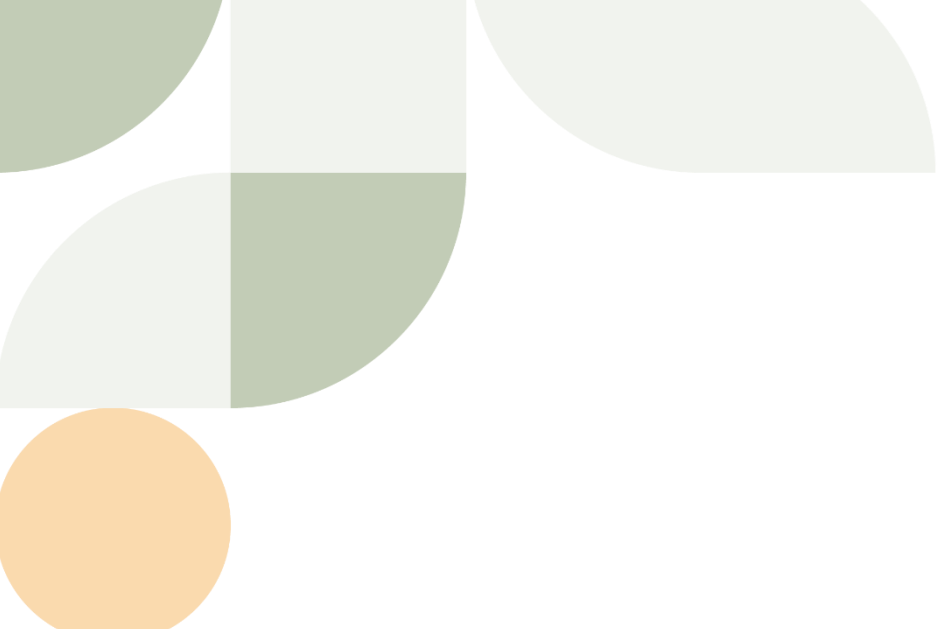




Lime Down

Solar Park

Additional Sequential Visual Assessments

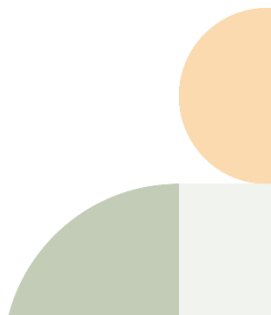
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1 Additional Sequential Visual Assessments

1.1 Introduction

1.1.1 This report relates to three requests for additional sequential visual assessment including:

1.1.2 **One:** The response from Wiltshire Council in their Post hearing submissions - Late submission accepted at the discretion of the Examining Authority in **Written Summary of the Oral Submissions at the Open Floor Hearing 2 and the Applicants Responses [REP4-092]**, in ISH2: Action Point 19 and shown in Appendix D.

Action 19 requested Wiltshire Council to: *“Mark up on a plan the minor routes where an intra-project sequential visual assessment should take place.”* This plan identifies the minor road routes which the council considers should be included for intra-project sequential visual assessment. The Plan shows two routes including:

- Route 1 from Easton Town, to the east of Sherston, through Lime Down Site A to the Fosse Way where the route divides into two alternative routes.
 - Route 1A crosses the Fosse Way through Site B on unnamed roads to Hullavington, crossing the railway line and passing the existing solar farm on Hill Hayes Lane.
 - Route 1B turns south and follows the Fosse Way towards Dunley where it then follows the road towards Grittleton.
- Route 2 from Easton Grey follows minor roads south through Lime Down Site B towards Norton (where it follows a short section of the Fosse Way) and then Lime Down Site D towards Hullavington.

1.1.3 **Two:** The response from SLD to the **Examining Authority's First Written Questions (ExQ1) [PD-010]** to Stop Lime Down which states:

“SLD is asked to identify any other routes that it considers should be included in an assessment of sequential visual effects”

1.1.4 SLD response at LV1.23 in **Responses to the ExA's first written questions (ExQ1) [REP3-173]**, requests sequential visual effects to be assessed from two routes including:

- *“Route 1 which runs along the A429 between Chippenham (south) to Crudwell (north) (from Crudwell, the A429 continues north / north east to Cirencester). The A429 bisects Lime Down D and E. As well as Lime receptors could potentially experience five other solar developments.*

- *Route 2 runs south-east– north-west between Chippenham and the CNL at Sherston (the latter being a village with good facilities including accommodation for visitors, especially walkers, so a popular destination)”.*

Route 1 has previously been assessed and was included within the submitted documentation at Deadline 1 in The **Technical Note on Cumulative Sequential Visual Effects [REP1-123]** as requested by Wiltshire and is therefore not included within this report. Route 2 is assessed in in this report.

- 1.1.5 **Three:** SLD were requested by the ExA to map the routes described in SLD’s OFH submission to be provided as Action Point 1 in **Action Points from Open Floor Hearing 2 (OFH2) [EV7-004]**. There are three short routes between villages as set out in SLDs response in **Post hearing submissions [REP4-132]** which include:

- Sherston to the Fosse Way:
- Hullavington to Corston; and
- Norton to Hullavington:

These routes are all within the Lime Down Scheme and represent intra project effects which have been fully assessed in the LVIA. This report identifies the Receptors assessed along each route and uses these individual assessments to assess the overall sequential visual effects on the routes.

Scope of the Sequential Visual Assessment

- 1.1.6 This assessment assesses the sequential visual effects on seven routes which are shown on Figure 1 in Appendix A of this report.
- 1.1.7 Sequential Effects relate to the visual experience of traveling routes and occur when the observer has to move to another location to see the same or different developments.
- 1.1.8 The Cumulative Landscape Assessment identified the Cumulative Development Sites (CD Sites), which are the Renewable Schemes contained within the Short List (refer to **ES Volume 1, Chapter 21: Cumulative and In-Combination Effects [APP-073]**). This was then refined to include Cumulative Development Sites (CD Sites) within the 10km Cumulative Study Area and/or within the 500m Cable Route Corridor.
- 1.1.9 There are 14 Included CD Sites within the 10km Study Area as set out in Table 8-13 of **ES Volume 1 Chapter 8: Landscape and Visual [REP3-025]**.
- 1.1.10 With reference to the seven Routes included in this assessment. There are no CD Sites associated with WC Route 1 or 2 and there is one CD Site associated with SLD Route 2. As already noted the three SLD short routes relate only to intra effects, these being effects associated by the Lime Down Scheme only (as none of the CD Sites are visible).

- 1.1.11 With reference to Table 8-31: Included Cumulative Development Sites in **ES Volume 1 Chapter 8: Landscape and Visual [REP3-025]** the one relevant Cumulative Development (CD) Site is CD Site 243 as shown below.

Table 1: Included CD Sites (extracted from Table 8-31 of the LVIA)

ID	App reference	Description	Distance from Scheme	Sequential Route
243	PL/2023/08481	Solar farm of up to 40MW at land at Red Barn, East of Kington St Michael, Chippenham. Approved 31/01/2025	2.53km from Cable Route Corridor 2.53km from Solar Sites	YES- within 5km Study Area

- 1.1.12 There is one CD Sites to the south of the M4 motorway.

Methodology

- 1.1.13 This assessment has been undertaken in accordance with GLVIA 3.
- 1.1.14 GLVIA 3 notes at paragraph 7.3 that “*cumulative visual effects are effects that can be caused by combined visibility, which ‘occurs where the observer is able to see two or more developments from one viewpoint’ and/or sequential effects which ‘occur when the observer has to move to another viewpoint to see different developments’ (SNH, 2012: 11)*”. This is further set out in Table 7.1 of GLVIA3 which states: “Occurs when the observer has to move to another viewpoint to see the **same or different developments**” [emphasis added] which is more nuanced with the addition of the words ‘same or’ than Paragraph 7.3. However, it is considered that this nuanced difference is implicit in paragraph 7.3.
- 1.1.15 Sequential visual effects can occur frequently or occasionally.
- 1.1.16 This assessment addresses the inter project sequential cumulative effects of the Lime Down Scheme being assessed interacting with the effects of CD Site 243 (other **proposed** developments of the same type (i.e.: renewable schemes) in the area) for SLD Route 2. There are no Cumulative Development Sites associated with the other routes, and such the assessment on those routes consider the intra development effects.
- 1.1.17 On sequential points along routes the guidance notes:
- “In addition to fixed views, the viewpoints should also, as far as possible, cover important sequential views along key routes and transport corridors. Viewpoints should cover both near and more distant views, though not so distant as to be meaningless, unless it is useful to demonstrate the influence of distance. And they should cover the full range of different types of people who may be affected. The detailed location of each viewpoint should be carefully considered*

and should be as typical or representative as possible of the view likely to be experienced there. The details of viewpoint locations should be accurately mapped and catalogued and the direction and area covered by the view recorded. The information should be sufficient for someone else to return to the exact location and record the same view.” (Paragraph 6.22).

- 1.1.18 It should be noted that there are no specific viewpoints where any part of the Lime Down Scheme has combined visibility with any of the identified Cumulative Development Sites. Therefore, this assessment focuses on sequential effects which ‘*occur when the observer has to move to another viewpoint, (along the specified routes), to see different developments*’ i.e: the identified Cumulative Development Sites sequentially with Lime Down.
- 1.1.19 Sequential impacts occur when the observer has to move to another viewpoint to see the same or different developments. Sequential impacts should be assessed for travel along regularly-used routes like major roads, railway lines, ferry routes, popular paths, etc. The magnitude of sequential effects will be affected by speed of travel and distance between developments. The routes assessed in this report are not considered to be recognised as well used routes.
- 1.1.20 The magnitude of cumulative change depends on the scale, nature, duration and frequency of sequential views (glimpses or more prolonged views; oblique, filtered or more direct views; time separation between sequential views).

Study Area

- 1.1.21 The scope of the Assessment extends to the Cumulative 10km Study Area which has been defined from the outer boundary of the Lime Down Scheme (including the land within the Scheme itself).

Sequential Effects

- 1.1.22 A number of factors are used to inform the Sequential visual assessment These include:
- Scale of the change in the views;
 - Nature of change;
 - Duration of the change in time;
 - Frequency of the change: Continuous, often, occasional, infrequent;
 - Type of view: Glimpsed, prolonged, oblique, filtered or direct; and
 - Time separation between sequential views.

Supporting Documents

- 1.1.23 This assessment is supported by:

- Appendix A – Maps of showing the two WC Routes, the one SLD Route through the 10 km Cumulative Study Area and the three SLD routes between villages.
- Appendix B- Additional sequential viewpoints (ASVPs) are presented in this assessment. The additional photography was undertaken in June and July and August 2026 when vegetation was in full leaf and as such represents a best-case scenario in terms of the screening from existing vegetation. Reference to the LVIA winter photography (noted below) is referenced where appropriate.

1.1.24 The following submitted documents are referenced in this report:

- **Landscape and Visual Impact Assessment in ES Volume 1 Chapter 8 Landscape and Visual [REP3-025]**
- **ES Volume 2, Figure 3-4-4.1 and 3-4-4.2 Landscape and Ecology Mitigation Plan [REP5-041]**
- **ES Volume 3, Appendix 8-3-2-1 Visual Assessment Sheets (Non-Significant) [APP-190]**
- **ES Volume 3, Appendix 8-3-2-2 Landscape and Visual Assessment Sheets (Significant) [REP3-044]**
- **Figure 8-14 Baseline Photography and Photomontages - Viewpoint 1-22 (Part 1) [REP2-010]**
- **Figure 8-14 Baseline Photography and Photomontages - Viewpoint 23 - 44 (Part 2) [REP2-011]**
- **Figure 8-14 Baseline Photography and Photomontages - Viewpoint 45 - CNL G (Part 3) [REP5-044]**

Assumptions and Limitations

- 1.1.25 The routes identified for this assessment by both Wiltshire Council and Stop Lime Down follow rural lanes where there are seldom pavements and speed limits are not signed. In the UK, the default speed limit on unsigned narrow country lanes is the national speed limit of 60 mph for cars on single-carriageway roads. Although it is recognised that the speed of traffic could be significantly less due to the nature of the narrow lanes and hidden hazards such sharp bends, blind summits, pedestrians, cyclists, and agricultural vehicles, speeds of vehicles, the assessment assumes speeds up to 60mph are possible.
- 1.1.26 The assessment focusses on the effects of proposed solar infrastructure and not the temporary works associated with the Cable Route Corridor (CRC). However, the assessment refers to the assessed effects in the LVIA where the effects of the CRC are considered.

Assessment Format

- 1.1.27 The sequential visual assessment on the seven additional routes considers the baseline context of the route in relation to the Lime Down Scheme. As identified in above in Table 1, there is one CD Site associated with the SLD Route 2.
- 1.1.28 The assessment draws on the findings of the LVIA for the relevant Receptors as assessed within the 2km Study Area.
- 1.1.29 All routes have been described in a north south direction (unless otherwise stated). However views in all directions are considered where relevant. Each route has been assessed individually as described below:
- Section 2 - WC Route 1A
 - Section 3 – WC Route 1B
 - Section 4 - WC Route 2
 - Section 5 - SLD Route 2
 - Section 6 – SLD Route -Sherston to the Fosse Way
 - Section 7 – SLD Route -Hullavington to Corston:
 - Section 8- SLD Route- Norton to Hullavington:
- 1.1.30 For each Route, the baseline context of the Route in relation to the Scheme is considered including reference to existing solar schemes before considering the visual sequential effects of the Scheme with reference to the findings of the LVIA for the relevant assessed receptors within the 2km Study Area and any further identified receptors.

2 Section 2- WC Route 1A

2.1 Baseline Description

- 2.1.1 WC Route 1A starts in Easton Town, to the east of Sherston, with users traveling through Lime Down Site A to the Fosse Way. It crosses the Fosse Way through Site B on unnamed roads to Hullavington, crossing the railway line and passing the existing solar farm on Hill Hayes Lane.

Section 1-2

- 2.1.2 Easton Town is a small hamlet in the parish of Sherston, within the National Landscape. It is located on the cross roads of the B4040 between Sherston and Malmesbury and local roads to the north (towards Westonbirt) and southeast (towards Hullavington). Route 1A follows the road south from the crossroads (Receptor TR054) which follows an enclosed lane with dry stone walls and hedgerows as well as stone cottages. Views to the wider landscape are limited by these features. The lane generally winds its way down hill towards the infant River Avon as it passes Sherston, Easton Town and Pinkney, on its way to Malmesbury. Vegetation increases nearer the river with trees and woodlands becoming predominant. There are views west along the river valley where the road bridges the river as the bridge's walls are low.
- 2.1.3 The road then rises out of the valley alongside Old Wood to the east and residential cottages to the west where there are occasional views to the wider landscape at field entrances and driveways. However, hedgerows predominantly restrict views especially in summer. At the junction with Foxley Road (Receptor TR044) which forms the boundary of the CNL and the break in slope of the valley side, there are views into Field A11 (where no infrastructure is proposed) which forms a gently rising hill.
- 2.1.4 The distance of this section of the route is approximately 1.01km which takes approximately 12 minutes to walk (at a steady pace of 5km/h).

Section 2-3

- 2.1.5 Instead of continuing straight alongside Field A11, WC Route 1A turns west along Foxley Road (Receptor TR044) for a short distance and then turns south onto an unnamed road (Receptor TR154) past Southfields, Field A4, and A5. The route travels uphill from the break in slope along the CNL boundary to the crossroads at the north west corner of Lady's Wood Farm. The road has a verge to its west side and is enclosed by relatively low hedgerows to both sides. There are numerous hedgerow trees to the western boundary with Field A4 and to a lesser extent to Field A5. Low hedgerows allow views across fields A4 and A5 to wooded horizons in the middle distance and occasional views at field entrances. The route then follows the road (Receptor TR055) alongside Lady's Wood Farm to the Fosse Way. This part of the route is generally enclosed by

trees and woodland to Lady's Wood Farm to the west. The grass verge continues to the east and there are hedgerows with occasional hedgerow trees to Field A6. Hedgerows predominantly screen views, but this depends on their height and there are occasional views at field entrances (ref to VP 1 in **ES Volume 2, Figure 8-14 Baseline Photography and Photomontages – Viewpoint 1-22 (Part 1) [REP2-010]**).

2.1.6 Further south, intervening fields, bounded by trees and hedgerows restrict views towards Field A9 on rising land. There are occasional views towards farm buildings at Lordswood Farm. At the junction with the Fosse Way, there are views towards Fields B1 and C27 beyond intervening hedgerows (no infrastructure is proposed in these fields).

2.1.7 The distance of this section of the route is approximately 1.89km which takes approximately 22 minutes to walk (at a steady pace of 5km/h).

Section 3-4

2.1.8 Crossing the Fosse Way and following the road (Receptor TR056) past Fosse Farm, between Fields C27 and B1 (where no infrastructure is proposed) there are limited views due to hedgerows on either side of the road (refer to Viewpoint 16 in **ES Volume 2, Figure 8-14 Baseline Photography and Photomontages – Viewpoint 1-22 (Part 1) [REP2-010]**). The narrow road falls and rises as it crosses a minor stream which flows towards Norton. Field C28 is to the south (where no infrastructure is proposed). At the junction the route heads west for a short distance along a minor road (Receptor TR178) following the southern boundary of C28 (where no infrastructure is proposed) before turning southeast past Townlease Farm on a minor road towards the railway line (Receptor TR179).

2.1.9 Hedgerows with mature hedgerow trees line the narrow straight road and depending on their height and varying levels of screening in winter/summer these hedgerows limit or allow views of the wider landscape. To the east, Field D24 and Fields D22, D23 which occupy the proposed BESS and 400kV Substation are located beyond an intervening fields which rise up towards Bradfield Wood on the horizon. Triangular blocks of woodland on the northern side of the railway line provides screening of these fields as well as intervening hedgerows as shown in VP44 in **Figure 8-14 Baseline Photography and Photomontages - Viewpoint 23 - 44 (Part 2) [REP2-011]**.

2.1.10 The distance of this section of the route is approximately 1.6km which takes approximately 20 minutes to walk (at a steady pace of 5km/h).

Section 4-5

2.1.11 Crossing the railway line at locally known Happylands Overbridge, the route (Receptor TR180) follows Hill Hayes Lane along the railway line. Fields C17 and C18 are located to the west of the road beyond intervening vegetation. The

route then passes through the existing Hullavington solar farm which is located on both sides of the road beyond intervening hedgerows. Views would be more open in winter when hedgerow vegetation is not in leaf. The route adjoins the existing solar farm for 0.67km and there are views into the fields containing panels at the two site entrance points which are opposite each other (refer to SVP 1 and 2 in Appendix 2) in Appendix B of this report). The route continues south crossing the Gauze Brook to the south of the solar farm and follows the road to the village of Hullavington.

- 2.1.12 The distance of this section of the route is approximately 1.79km which takes approximately 22 minutes to walk (at a steady pace of 5km/h).

Baseline summary

- 2.1.13 WC Route 1A follows minor roads between Easton Town and Hullavington. It is not part of any known or publicised routes. The route passes nearby solar infrastructure associated with the Lime Down Scheme in Fields A4, A5 and A6. There is limited visibility of the proposed BESS and 400kV Substation in Fields D22, D23 and D24 to the east of the route and to the north of the railway line. There is limited visibility of Fields C17 and C18 which are located to the west of the road and south of the railway line. The route passes the existing Hullavington solar scheme to the south of the railway line. The route does not pass any Cumulative Development Sites.
- 2.1.14 The route is approximately 6.29 km which takes approximately 1 hour and 15 minutes to walk (at a steady pace of 5km/h).

Visual Receptors

- 2.1.15 Receptors which form WC Route 1A assessed in the LVIA include:
- Receptor TR054
 - Receptor TR044 (part of)
 - Receptor TR154
 - Receptor TR055 (part of)
 - Receptor TR056
 - Receptor TR178 (part of)
 - Receptor TR179
 - Receptor TR180
 - Receptor TR181 (part of)

Sequential Visual effects

- 2.1.16 Potential sequential effects on WC Route 1A arise from:
- Lime Down Site A where the route passes infrastructure proposed in adjacent fields A4, A5 and A6 within Section 2-3;
 - Field D24 adjacent to the BESS set one field away from the route within Section 3-4;
 - Fields C17 and C18 set back beyond intervening vegetation associated with the railway line within Section 4-5; and
 - The existing solar scheme on Hill Hayes Lane, Hullavington which forms part of the baseline character of the route within section 4-5.
- 2.1.17 There are no CD Sites associated with the Scheme and as such only the intra project effects are assessed.

Effects on Section 1-2 (1.01km)

- 2.1.18 There is no visibility of the Lime Down Scheme from this section of the route which is wholly within the CNL. This is due to the offset of infrastructure embedded in the Scheme to avoid harm to the CNL. Field A11 is proposed as set aside to provide habitat for skylarks with wildflower margins and a new permissive path to avoid using the Road. Views south to Sherston church would be unaffected. Hedgerows would be maintained at their current height but are proposed to be reinforced where gappy. These measures are considered to be Beneficial to the visual amenity of users of this route, albeit for a very short section of the route. There are no adverse effects on this section of the route.

Effects on Section 2-3 (1.89km)

- 2.1.19 The sequential visual effects on this section of the route relate to Lime Down Site A where it passes infrastructure proposed in adjacent fields A4, A5 and A6. In all three fields infrastructure is set well back (up to 54m) from the boundary hedgerow to the route.
- 2.1.20 Only the southern part of field A4 is proposed as infrastructure to protect the visual amenity of Southfields (a private residence on the junction of the road to the north whose garden extends to the order limits). A new hedgerow is proposed to the north of A4 which reinstates a historic field boundary and the northern part of the field is proposed as wildflower meadow. The large buffers to the roadside hedgerows are proposed as tussock grass margins. Whilst recognising that the proposed hedgerow provides visual mitigation, these measures are also considered Beneficial in landscape terms.
- 2.1.21 The road passes infrastructure in adjacent fields for approximately 0.44 km and for this distance there would be Moderate Adverse effects during construction

and Year 1 reducing to Minor Neutral and No effect at Year 15 and Decommissioning (as assessed for Receptor TR154) Effects further east on Receptor TR055 are Moderate Minor Adverse during construction and Year 1 reducing to Minor Neutral and No effect at Year 15 and Decommissioning. The change in these near distance views will last approximately 5 minutes which represents an adverse change on 23% on this section of the route.

Effects on Section 3-4 (1.6km)

- 2.1.22 The sequential visual effects on this section of the route relate to Lime Down Site C where it passes infrastructure proposed in adjacent fields C27 and B1 (where no infrastructure is proposed) and further south Field D24 and Fields D22, D23 which occupy the proposed BESS and 400kV Substation (refer to VP44 in **Figure 8-14 Baseline Photography and Photomontages - Viewpoint 23 - 44 (Part 2) [REP2-011]**).
- 2.1.23 Field D24 is discernible beyond a relatively low roadside hedgerow and beyond an intervening field. Construction activities and solar infrastructure would be visible especially in winter. The BESS and 400kw Substation are predominantly screened by the triangular woodlands to the railway line and would be less visible. There would be Moderate/ Minor Adverse effects during construction and Year 1 reducing to Minor Neutral and No effect at Year 15 and Decommissioning (as assessed for Receptor TR179). The change in these middle distance views will last will be experienced for approximately 0.25km (approximately 3 minutes) which represents an adverse change on 23% on this section of the route.

Effects on Section 4-5 (1.79km)

- 2.1.24 The sequential visual effects on this section of the route relate to Lime Down Site C where it passes infrastructure proposed in adjacent fields C7 and C18.
- 2.1.25 Although in close proximity (but not adjacent) there is limited visibility to fields C17 and 18 due to intervening hedgerow vegetation along the road and a small woodland copse at its closest point where the road (crosses the railway line). There would be Minor Adverse effects during construction and Year 1 reducing to Minor Neutral and No effect at Year 1 and Decommissioning (as assessed for Receptor TR180). These effects would occur for a short distance of approximately 0.1km in winter when intervening vegetation is not in leaf. Continuing south along Hill Hayes Lane for 0.6km the route enters the Hullavington existing solar scheme. Views to solar infrastructure are restricted by strong vegetation on both sides of the road, especially in summer. Halfway through the solar scheme, views open up at the access points which are opposite each other. Here, the solar infrastructure is clearly visible. However, the views are short lived, taking seconds to walk past. The route continues south through the well established existing scheme which forms part of the baseline experience of the route. There are fleeting views towards the existing

scheme, which is located on rising land, from the south of the scheme nearer Hullavington. The change in views on this section of the route will be experience for approximately 0.1 km and last approximately 1 minute.

Overall Effects on WC Route 1A

- 2.1.26 Sequential visual effects on Route 1A on the identified receptors have been extracted from the LVIA in Table 2 below:

Table 2: Extract from Summary Tables for WC Route 1A

					Magnitude of Change				Significance of Effect			
Receptor Code	Receptor Name	Viewpoint (where relevant)	Nearest Site	Sensitivity	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning
Section 1-2												
TR054	Easton Town Road, Sherston		A	High To Medium	None	None	None	None	No Effect	No Effect	No Effect	No Effect
TR044 (part of)	Bustlers Hill East to Crossroads North of Norton, Easton Grey	3	A	High To Medium	Very Low	Very Low	None	None	Minor Adverse	Minor Adverse	Minor Neutral	No Effect
Section 2-3												
TR154	Road junction at Southfields South East to Y Junction, Sherston		A	Medium	Medium	Medium Low	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Minor Neutral	No Effect
TR055 (part of)	Crossroads South of Forlorn South East to Road to Norton, Ladyswood	1	A	Medium	Low	Very Low	None	None	Moderate/ Minor Adverse	Moderate/ Minor Adverse	Minor Neutral	No Effect

					Magnitude of Change				Significance of Effect			
Receptor Code	Receptor Name	Viewpoint (where relevant)	Nearest Site	Sensitivity	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning
Section 3-4												
TR056	Junction with Fosse Way South and East Past Fosse Farm, Norton	16	C	Medium	Very Low	Very Low	Very Low	None	Moderate/ Minor Adverse	Moderate/ Minor Adverse	Minor Neutral	No Effect
TR178 (part of)	Pig Lane East to Junction with Sherston Road Norton, Hullavington		C	Medium	No Change	No Change	None	None	No Effect	No Effect	No Effect	No Effect
TR179	Farleaze South East to Railway Bridge, Norton		C	Medium	Low	Low	Very Low	None	Moderate/ Minor Adverse	Moderate/ Minor Adverse	Minor Neutral	No Effect
Section 4-5												
TR180	Hill Hayes, Hullavington		C	Medium	Very Low	Very Low	Very Low	None	Minor Adverse	Minor Adverse	Minor Neutral	No Effect
TR181	Hill Hayes Lane(part of)	Not carried forward into assessment										

Conclusion

- 2.1.27 With reference to Table 1 above, the LVIA accepts that there are some Moderate Adverse effects on the visual amenity of users of the WC Route 1A as it passes through the Lime Down Scheme during Construction and Year 1 which would reduce to Minor Adverse and Minor Neutral once proposed mitigation has matured as set out within **ES Volume 3, Appendix 8-3-2-2 LVIA Assessment Sheets (Significant) [REP3-044]**.
- 2.1.28 The effects of the Lime Down Scheme on the 6.29 km route which takes approximately 1 hour and 15 minutes to walk (at a steady walking pace of 5km/h) will be experienced intermittently for approximately 0.79km which represents 12% of the route. The level of effects vary, with Moderate Adverse Significant effects only recorded in Section 1-2.
- 2.1.29 In conclusion, the change in views on WC Route 1A is as a result of the Lime Down Scheme with Moderate Adverse effects as experienced for users (including walkers, cyclists and horse riders) travelling along Section 2-3 as a result of solar infrastructure in fields A4, A5 and A6. These effects would be temporary in nature and would be fully mitigated by Year 15.

3 Section 3- WC Route 1B

3.1 Baseline Description

3.1.1 WC Route 1B starts in Easton Town, to the east of Sherston, through Lime Down Site A to the Fosse Way. The baseline description for sections 1-3 of Route 1B is the same as for Route 1A and is repeated below. At the Fosse Way the route turns south and follows the Fosse Way towards Dunley where it then follows the road towards Grittleton.

Section 1-2

3.1.2 Easton Town is a small hamlet in the parish of Sherston, within the Cotswold National Landscape (CNL). It is located on the cross roads of the B4040 between Sherston and Malmesbury and local roads to the north (towards Westonbirt) and southeast (towards Hullavington). Route 1A follows the road south from the crossroads (Receptor TR054) which follows an enclosed lane with dry stone walls and hedgerows as well as stone cottages. Views to the wider landscape are limited by these features. The lane generally winds its way down hill towards the infant River Avon as it passes Sherston, Easton Town and Pinkney, on its way to Malmesbury. Vegetation increases nearer the river with trees and woodlands becoming predominant.

3.1.3 There are views west along the river valley where the road bridges the river as the bridge's walls are low. The road then rises out of the valley alongside Old Wood to the east and residential cottages to the west where there are occasional views to the wider landscape at field entrances and driveways. However, hedgerows predominantly restrict views especially in summer. At the junction with Foxley Road (Receptor TR044) which forms the boundary of the CNL and the break in slope of the valley side, there are views into Field A11 (where no infrastructure is proposed) which forms a gently rising hill.

3.1.4 The distance of this section of the route is approximately 1.01km which takes approximately 12 minutes to walk (at a steady pace of 5km/h).

Section 2-3

3.1.5 Instead of continuing straight alongside Field A11, WC Route 1A turns west along Foxley Road (Receptor TR044) for a short distance and then turns south onto an unnamed road (Receptor TR154) past Southfields, Field A4, and A5. The route travels uphill from the break in slope along the CNL boundary to the crossroads at the north west corner of Lady's Wood Farm. The road has a verge to its west side and is enclosed by hedgerows to both sides. There are numerous hedgerow trees to the western boundary with Field A4 and to a lesser extent to Field A5. Low hedgerows allow views across fields A4 and A5 to wooded horizons in the middle distance and occasional views at field entrances. The route then follows the road (Receptor TR055) alongside Lady's Wood Farm

to the Fosse Way. This part of the route is generally enclosed by trees and woodland to Lady's Wood Farm to the west. The grass verge continues to the east and there are hedgerows with occasional hedgerow trees to Field A6. Hedgerows predominantly screen views, but this depends on their height and there are occasional views at field entrances.

- 3.1.6 Further south, intervening fields, bounded by trees and hedgerows restrict views towards Field A9 on rising land. There are occasional views towards farm buildings at Lordswood Farm. At the junction with the Fosse Way, there are views towards Fields B1 and C27 beyond intervening hedgerows (no infrastructure is proposed in these fields).
- 3.1.7 The distance of this section of the route is approximately 1.89km which takes approximately 22 minutes to walk (at a steady pace of 5km/h).

Section 3- 4

- 3.1.8 Turning right onto the Fosse Way, the route passes fields C27 and C24 (where no infrastructure is proposed) to the east, and Lordswood Farm to the west, set back from the road. Fields C22, C23 and C12 are located to the west before reaching the railway line. No panels are proposed to the east of this section of the Fosse Way (part of Receptor TR145). The straight road rises and falls over the undulating topography. The railway line is located within a cutting and forms a low point along the road, at approximately 111m AOD. The topography gives rise to some open views to the south. However, the road is predominantly lined by hedgerows which predominantly limit views (refer to Viewpoints 22 and 23 in **ES Volume 2, Figure 8-14 Baseline Photography and Photomontages – Viewpoint 1-22 (Part 1) [REP2-010]** and **Figure 8-14 Baseline Photography and Photomontages - Viewpoint 23 - 44 (Part 2) [REP2-011]** respectively and refer to ASVP 3 -7 in Appendix 2).
- 3.1.9 The distance of this section of the route is approximately 1.73km which takes approximately 20 minutes to walk (at a steady pace of 5km/h).

Section 4-5

- 3.1.10 From the railway line the Fosse Way rises up to Fosse Lodge at the southern corner of Field C10 (part of Receptor TR145). The route enters the CNL at this point. This section of the route passes fields C11 and C10 to the west and C13 and C14 to the east. The route is predominantly lined with hedgerows which predominantly limit views, However, there would be more open views in winter when vegetation is not in leaf. Woodland blocks within the landscape (Broadmead and Kingwood Coverts and Surrendell Wood) are important features of the landscape. The distance of this section of the route is approximately 0.93km which takes approximately 11 minutes to walk (at a steady pace of 5km/h).

Section 5 -6

- 3.1.11 From Fosse Lodge the route continues straight along the Fosse Way (part of Receptor TR145). After Dunley Wood, the route follows the road to the south towards Grittleton (Receptor TR336) rather than continuing straight on the Fosse Way where it becomes a byway. This section of the route is enclosed by woodland (especially to the east) and there is no visibility to the Lime Down Scheme. However, the section of the Route from the turning of the Fosse Way to Grittleton forms part of the construction route.
- 3.1.12 The distance of this section of the route is approximately 1.79km which takes approximately 21 minutes to walk (at a steady pace of 5km/h).

Baseline summary

- 3.1.13 WC Route 1B follows minor roads between Easton Town towards Grittleton. It is not part of any known or publicised routes. The route passes nearby solar infrastructure associated with the Lime Down Scheme in Fields C22, C23, C12 and C11 to the west and fields C13 and C14 to the east. There is some visibility of the proposed infrastructure. The route does not pass any existing solar schemes or Cumulative Development Sites.
- 3.1.14 The route is approximately 7.35 km which takes approximately 1 hour and 28 minutes to walk (at a steady pace of 5km/h).

Visual Receptors

- 3.1.15 Receptors which form WC Route 1B assessed in the LVIA include:
- Receptor TR054
 - Receptor TR044 (part of)
 - Receptor TR154
 - Receptor TR055 (part of)
 - Receptor TR145 (part of)
 - Receptor TR336 (part of)

Sequential Visual effects

- 3.1.16 Potential sequential effects on WC Route 1B arise from:
- Lime Down Site A where the route passes infrastructure proposed in adjacent fields A4, A5 and A6 within Section 2-3;
 - Lime Down Site C where the route passes infrastructure proposed in adjacent fields C22, C23 and C12 which are located to the west of the Fosse Way before reaching the railway line within Section 3-4

- Lime Down Site C where the route passes infrastructure proposed in adjacent fields C11 and C10 to the west and C13 and C14 to the east within Section 4-5.

- 3.1.17 There are no CD Sites associated with the Scheme and as such only the intra project effects are assessed.
- 3.1.18 The effects of the Scheme for sections 1-3 of Route 1B is the same as for Route 1A and are repeated below.

Effects on Section 1-2 (1.01km)

- 3.1.19 There is no visibility of the Lime Down Scheme from this section of the route which is wholly within the CNL. This is due to the offset of infrastructure embedded in the Scheme to avoid harm to the CNL. Field A11 is proposed as set aside to provide habitat for skylarks with wildflower margins and a new permissive path to avoid using the Road. Views south to Sherston church would be unaffected. Hedgerows would be maintained at their current height but are proposed to be reinforced where gappy. These measures are considered to be beneficial to the visual amenity of users of this route, albeit for a very short section of the route. There are no adverse effects on this section of the route.

Effects on Section 2-3 (1.89km)

- 3.1.20 The sequential visual effects on this section of the route relate to Lime Down Site A where it passes infrastructure proposed in adjacent fields A4, A5 and A6. In all three fields infrastructure is set well back (up to 54m) from the boundary hedgerow to the route.
- 3.1.21 Only part of field A4 is proposed as infrastructure to protect the visual amenity of Southfields (a private residence on the junction of the road to the north whose garden extends to the order limits). A new hedgerow is proposed to the north of A4 which reinstates a historic field boundary and the northern part of the field is proposed as wildflower meadow. The large buffers to the roadside hedgerows are proposed as tussock grass margins. Whilst recognising that the proposed hedgerow provides visual mitigation, these measures are also considered Beneficial in landscape terms.
- 3.1.22 The road passes infrastructure in adjacent fields for approximately 0.44 km and for this distance there would be Moderate Adverse effects during construction and Year 1 reducing to Minor Neutral and No effect at Year 15 and Decommissioning (as assessed for Receptor TR154) Effects further east on Receptor TR055 are Moderate Minor Adverse during construction and Year 1 reducing to Minor Neutral and No effect at Year 15 and Decommissioning. The change in these near distance views will last approximately 5 minutes which represents an adverse change on 23% on this section of the route.

Effects on Section 3-4 (1.73km)

- 3.1.23 The sequential visual effects on this section of the route relates to Lime Down Site C where it passes infrastructure proposed in adjacent fields C22, C23 and C12 which are located to the west of the Fosse Way before reaching the railway line.
- 3.1.24 Fields C22, C23 and C12 are discernible beyond a roadside hedgerows in progressive views from the Fosse Way (part of Receptor TR145). Hedgerow heights vary depending on the time of year and provide less screening in winter when vegetation is not in leaf. No panels are proposed to the east of this section of the Fosse Way. Construction activities and solar infrastructure would be visible especially in winter. There would be Moderate Adverse effects during construction and Year 1 reducing to Minor Adverse and No effect at Year 1 and Decommissioning (as assessed for Receptor TR145). The change in these near distance views will be experienced for approximately 1.17km which takes approximately 14 minutes to walk. This represents an adverse change on 67% on this section of the route.

Effects on Section 4-5 (0.93 km)

- 3.1.25 The sequential visual effects on this section of the route relate to Lime Down Site C where it passes infrastructure proposed in adjacent fields C11 and C10 to the west and C13 and C14 to the east.
- 3.1.26 There is visibility to fields C11 and C10 to the west and C13 and C14 to the east though intervening hedgerow vegetation along the road and gaps in hedgerows and field entrances. There would be Moderate Adverse effects during construction and Year 1 reducing to Minor Adverse and No effect at Year 1 and Decommissioning (as assessed for Receptor TR145). These adverse effects would occur for a distance of approximately 0.44km and predominantly in winter when intervening vegetation is not in leaf. past. This represents an adverse change on 47% on this section of the route.

Effects on Section 5-6 (1.79 km)

- 3.1.27 There is no visibility of the Lime Down Scheme from this section of the route. Other than works associated with the construction route, there are no effects from solar infrastructure on this section of the route.

Overall Effects on WC Route 1B

- 3.1.28 Sequential visual effects on Route 1B on the identified receptors have been extracted from the LVIA in Table 3 below:

Table 3: Extract from Summary Tables for WC Route 1B

					Magnitude of Change				Significance of Effect			
Receptor Code	Receptor Name	Viewpoint (where relevant)	Nearest Site	Sensitivity	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning
Section 1-2												
TR054	Easton Town Road, Sherston		A	High To Medium	None	None	None	None	No Effect	No Effect	No Effect	No Effect
TR044 (part of)	Bustlers Hill East to Crossroads North of Norton, Easton Grey	3	A	High To Medium	Very Low	Very Low	None	None	Minor Adverse	Minor Adverse	Minor Neutral	No Effect
Section 2-3												
TR154	Road junction at Southfields South East to Y Junction, Sherston		A	Medium	Medium	Medium Low	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Minor Neutral	No Effect
TR055 (part of)	Crossroads South of Forlorn South East to Road to Norton, Ladyswood	1	A	Medium	Low	Very Low	None	None	Moderate/ Minor Adverse	Moderate/ Minor Adverse	Minor Neutral	No Effect
Section 3-5												
TR145 (part of)	Fosse Way		C	High To Medium	Medium	Medium	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Minor Adverse	No Effect
Section 5-6												
TR336	Not assessed in the LVIA											

Conclusion

- 3.1.29 With reference to Table 2 above, the LVIA accepts that there are some Moderate Adverse effects on the visual amenity of users of the WC Route 1B as it passes through the Lime Down Scheme during Construction and Year 1 which would reduce to Minor Adverse and Minor Neutral once proposed mitigation has matured as set out within **ES Volume 3, Appendix 8-3-2-2 LVIA Assessment Sheets (Significant) [REP3-044]**.
- 3.1.30 The effects of the Lime Down Scheme on the 7.35 km route which takes approximately 1 hour and 28 minutes to walk (at a steady pace of 5km/h) will be experienced intermittently for approximately 2.05km. The level of effects vary with Moderate Adverse Significant effects recorded in Section 2-3, 3-4 and 4-5.
- 3.1.31 In conclusion, the change in views on WC Route 1B which follows minor roads between Easton Town towards Grittleton is as a result of the Lime Down Scheme and represents a 3.4% change with Moderate Adverse effects experienced as a result of solar infrastructure in 10 fields including A4, A5 and A6; C22, C23 and C12; and fields C11, C10, C13 and C14. These effects will be temporary in nature and would be mitigated by Year 15.
- 3.1.32 It is recognised that this represents a significant experiential change in visual amenity for users (including walkers, cyclists and horse riders) for two short sections of the route when close to the Lime Down Scheme where views would change from rural views to solar infrastructure. However, this will be temporary and as mitigation planting matures the Scheme will be screened especially in summer.
- 3.1.33 The route does not pass any existing solar schemes or Cumulative Development Sites and the effects assessed above are intra project effects.

4 Section 4- WC Route 2

4.1 Baseline Description

- 4.1.1 WC Route 2 from Easton Grey follows minor roads south through Lime Down Site B towards Norton (where it follows a short section of the Fosse Way) and then Lime Down Site D towards Hullavington.

Section 1-2

- 4.1.2 From Easton Grey, a small historic village located just south of the B4040 road between Malmesbury and Sherston, located 6km west of Malmesbury, the route heads south on a minor road (Receptor TR059) crossing the River Avon to Foxley Road. This section of the route is within the CNL with Foxley Road forming its southern boundary. There are some open views to the southeast across the landscape from the northern part of the route. However, the narrow lane becomes more enclosed by high hedgerows with mature trees as it falls towards the village and the river. Dry stone walls typically associated with the Cotswold limestone villages are evident. Rising out of the valley and passing residential properties at Ruckley Barn at 100mAOD, there are more open views over lower hedgerows towards wooded skylines in the distance. The route drops and rises again as it crosses a small tributary stream flowing east towards the River Avon where the route becomes enclosed by tall hedgerows associated with the stream. There is no visibility with the Lime Down Scheme from this section of the route. The distance of this section of the route is approximately 1.62km which takes approximately 19 minutes to walk (at a steady pace of 5km/h).

Section 2-3

- 4.1.3 On crossing Foxley Road out of the CNL the route passes Plain Farm, enclosed by strong hedges and wattle fencing. The route (part of Receptor TR145) is lined by hedgerow which depending on their height at different times of year allow views across the landscape to wooded horizons and occasional farmstead such as New Barn on Foxley Road to the east. There are glimpsed views to rising land in the middle distance where a large arable field (which field B6 forms a part of) is discernible. However, only the eastern part of the field is discernible due to the strong band of vegetation associated with the Fosse Way in the foreground.
- 4.1.4 The route falls and rises again, crossing another tributary stream of the River Avon where the route joins the Fosse Way alongside Field B6. There is a clipped hedgerow to the north providing open views across the landscape and an outgrown hedgerow to field B6 which restricts views into the Scheme to the south. There are filtered views in winter when vegetation is not in leaf. As the land rises, and at the southwest corner of B6, a short section of the hedgerow is clipped to each side of an access gate where there is a view across B6 towards

Malmsbury where the Abbey is just discernible on the horizon (at a distance of approximately 5.5km).

- 4.1.5 The distance of this section of the route is approximately 0.57km which takes approximately 7 minutes to walk (at a steady pace of 5km/h).

Section 3-4

- 4.1.6 From the byway section of the Fosse Way at Point 3, the route follows the road (Receptor TR060) southwards towards Norton. Fields B6, B7, B8 and B9 are to the northeast. The route crosses the contours, falling and rising to cross a small vegetated tributary stream of the River Avon between Fields B8 and B9. The road is enclosed by clipped hedgerows to both sides and depending on their height there are views across the landscape (refer to VP 13 in **ES Volume 2, Figure 8-14 Baseline Photography and Photomontages – Viewpoint 1-22 (Part 1) [REP2-010]**).
- 4.1.7 Field B9 is predominantly on high ground and beyond it the road falls again into the village of Norton. Here, the route turns south at the junction with Honey Lane, crossing a small ford to join the Hullavington to Sherston road (part of Receptor TR061). Views within the village are contained by strong vegetation, built form and the surrounding rising topography.
- 4.1.8 The distance of this section of the route is approximately 1.43km which takes approximately 17 minutes to walk (at a steady pace of 5km/h).

Section 4-5

- 4.1.9 The route from Norton to Hullavington follows the minor road (Receptor TR061). There are no pavements to the road and there are no speed limit signs. The road rises out of the valley to the south of Norton and is enclosed by roadside vegetation. Maidford Clump, a small woodland copse on the low ridgeline is to the east of the road and contributes to the road's wooded character. Although field parcels in Lime Down Site D are in close proximity, hedgerows to both sides of the roads predominantly restrict views especially in summer when vegetation is in leaf. Occasional longer distance views are possible in winter, especially in views south from higher ground near Maidfield Clump (refer to Viewpoint 35 from the road and Viewpoint 36 for context)). Fields D19, D4 and D5 are directly to the west of the road and fields D6 and D7 are directly to the east
- 4.1.10 The road passes Bradfield Manor Farm before falling towards the Gauze Brook, another small tributary stream of the River Avon and passes under the railway line. The road then rises out of the valley towards Hullavington. After Bradfield Manor Farm, there is no visibility with the Lime Down Scheme.
- 4.1.11 The distance of this section of the route is approximately 2.37km which takes approximately 28 minutes to walk (at a steady pace of 5km/h).

Baseline summary

- 4.1.12 WC Route 2 follows minor roads with no pavements between Easton Grey, Norton through Lime Down Site B towards Norton (following a short section of the Fosse Way) and then Lime Down Site D towards Hullavington. It is not part of any known or publicised routes. The route passes nearby solar infrastructure associated with the Lime Down Scheme in Fields B6, B7, B8 and B9 to the northwest of Norton and Fields D19, D4, D5, D6 and D7 to the south of Norton. The route does not pass any existing solar schemes or Cumulative Development Sites.
- 4.1.13 The route is approximately 6.35 km which takes approximately 1 hour and 16 minutes to walk (at a steady pace of 5km/h).

Visual Receptors

- 4.1.14 Receptors which form WC Route 2 assessed in the LVIA include:
- Receptor TR059
 - Receptor TR145 (part of)
 - Receptor TR060
 - Receptor TR061
 - Receptor TR062
 - Receptor TR062

Sequential Visual effects

- 4.1.15 Potential sequential effects on WC Route 2 arise from:
- Lime Down Site B where the route passes infrastructure proposed in adjacent fields B6 within Section 2-3;
 - Lime Down Site B where the route passes infrastructure proposed in adjacent fields B6, B7, B8 and B9 within Section 3-4; and
 - Lime Down Site D where the route passes infrastructure proposed in adjacent fields D19, D4 and D5 are directly to the west of the road and fields. D6 and D7 are directly to the east within Section 4-5.
- 4.1.16 There are no CD Sites associated with the Scheme and as such only the intra project effects are assessed.

Effects on Section 1-2 (1.62km km)

- 4.1.17 There is no visibility of the Lime Down Scheme from this section of the route which is wholly within the CNL. The road is identified as Receptor TR059 which was not carried through to the assessment as there is no intervisibility with the Lime Down Scheme. There are no adverse effects on this section of the route.

Effects on Section 2-3 (0.57km)

- 4.1.18 The sequential visual effects on this section of the route relate to Lime Down Site B where it passes infrastructure proposed in adjacent fields B6.
- 4.1.19 Solar infrastructure proposed in Lime Down B6 is predominantly screened by tall hedgerow vegetation which would allow some filtered views into the field in winter when vegetation is not in leaf. At the southern end hedgerows are shorter and there are views across the field at a field entrance near the south west corner. Infrastructure is set back from the road but will be briefly visible at the field entrance when walking past.
- 4.1.20 There would be Moderate Adverse effects during construction and Year 1 reducing to Minor Neutral and No effect at Year 15 and Decommissioning (as assessed for Receptor TR145). However, these adverse effects would be experience for a for a very short time.
- 4.1.21 The change in these near distance views where the Site is adjacent to the road is approximately 0.3km and will last approximately 3 minutes which represents an adverse change on 52% of this short section of the route.

Effects on Section 3-4 (1.43km)

- 4.1.22 The sequential visual effects on this section of the route relates to Lime Down Site B where it passes infrastructure proposed in adjacent fields B6, B7, B8 and B9 which are located to the east of the route.
- 4.1.23 There are views across relatively low hedgerows to Fields B6, B7, B8 and B9 to the east. Hedgerow heights will vary depending on the time of year and views will be more filtered in winter when vegetation is not in leaf. No panels are proposed to the west of this section of the route.
- 4.1.24 Views within the village are contained by strong vegetation, built form and the surrounding rising topography and there is no effect on this part of Receptor TR061.
- 4.1.25 There would be Major/ Moderate Adverse effects during construction and Year 1 reducing to Minor Adverse and No effect at Year 1 and Decommissioning (as assessed for Receptor TR060). The change in these near distance views will be experienced for approximately 1.1km which takes approximately 13 minutes to walk. This represents an adverse change on 76% on this section of the route.

Effects on Section 4-5 (2.37km)

- 4.1.26 The sequential visual effects on this section of the route relates to Lime Down Site D where it passes infrastructure proposed in adjacent fields D19, D4 and D5 which are directly to the west of the road and fields D6 and D7 which are directly to the west.
- 4.1.27 Although field parcels in Lime Down Site D are in close proximity to the road, hedgerows to both sides of the roads predominantly restrict views especially in summer when vegetation is in leaf.
- 4.1.28 There would Moderate Adverse effects during construction and Year 1 reducing to Minor Adverse and No effect at Year 1 and Decommissioning (as assessed for Receptor TR061). There would be no effect on the route south of the Scheme towards Hullavington.
- 4.1.29 The change in these near distance views will be experienced for approximately 1.1km adjacent to the Scheme which takes approximately 13 minutes to walk. This represents an adverse change on 76% on this section of the route.

Overall Effects on WC Route 2

- 4.1.30 Sequential visual effects on WC Route 2 on the identified receptors have been extracted from the LVIA in Table 4 below:

Table 4: Extract from Summary Tables for WC Route 2

					Magnitude of Change				Significance of Effect			
Receptor Code	Receptor Name	Viewpoint (where relevant)	Nearest Site	Sensitivity	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning
Section 1-2												
TR059	Norton Road, Easton Grey	Not carried through into assessment										
Section 2-3												
TR145	Fosse Way		C	High To Medium	Medium	Medium	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Minor Adverse	No Effect
Section 3-4												
TR060	Honey Lane Northwest Towards Easton Grey Plain, Norton	13	B	Medium	High	High	Very Low	None	Major/ Moderate Adverse Significant	Major/ Moderate Adverse Significant	Minor Neutral	No Effect
TR061	Norton Road North West to Honey Lane, Norton	35	D	Medium	High	High	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Minor Neutral	No Effect
Section 4-5												
TR062	Norton Road, Hullavington	39	D	Medium	High	High	Very Low	None	Major/ Moderate Adverse Significant	Major/ Moderate Adverse Significant	Minor Neutral	No Effect

Conclusion

- 4.1.31 With reference to Table 3 above, the LVIA accepts that there are some Major/Moderate Adverse and Moderate effects on the visual amenity of users of the WC Route 2 as it passes through the Lime Down Scheme during Construction and Year 1 which would reduce to Minor Neutral once proposed mitigation has matured as set out within **ES Volume 3, Appendix 8-3-2-2 LVIA Assessment Sheets (Significant) [REP3-044]**.
- 4.1.32 The effects of the Lime Down Scheme on the 6.35 km route which takes approximately 1 hour and 16 minutes to walk (at a steady pace of 5km/h) will be experienced intermittently for approximately 2.05km. The level of effects vary with Major/Moderate Adverse Significant effects recorded in Section 3-4 and Moderate Adverse Significant effects recorded in in Section 2- 3 and Section 4-5.
- 4.1.33 In conclusion, the change in views on WC Route 2 which follows minor roads between Easton Grey towards Hullavington is as a result of the Lime Down Scheme and represents a 32% change with Adverse effects experienced as a result of solar infrastructure in 9 fields including B6, B7, B8 and B9 and fields D19, D4 and D5, D6 and D7. These effects will be temporary in nature and would be mitigated by Year 15.
- 4.1.34 It is recognised that this represents a significant experiential change in visual amenity on users (including walkers, cyclists and horse riders) for three sections of the route when in close proximity to the Lime Down Scheme where views would change from rural views to solar infrastructure. However, this will be temporary and as mitigation planting matures the Scheme will be screened especially in summer.
- 4.1.35 The route does not pass any existing solar schemes or Cumulative Development Sites and the effects assessed above are intra project effects.

5 Section 5- SLD Route 2

5.1 Baseline Description

5.1.1 SLD Route 2 runs between the CNL at Sherston and Chippenham, passing through Lime Down Site A and Site C. It heads southeast crossing the M4 near Leigh Delamere Services to Stanton St ~~Micheal~~Michael and then passes west of CD Site 243 before heading to Chippenham.

Section 1-2

5.1.2 The route starts on the High Street in Sherston and heads south on Noble Street (Receptor TR050 and Tanners Hill (Receptor TR049). These narrow roads fall from high ground near the church towards the River Avon. The roads are lined by typical Cotswold Cottages and dry-stone walls and there are occasional tunnelled views across the narrow, steep sided Avon Valley to rising land and a treed horizon (where Site A is located beyond intervening layers of vegetation on flatter land associated with the plateau). The route then rises out of the valley up Bustlers Hill to the northeast corner of Field A1 from where there are open views along the valley. This part of the route is wholly within the CNL.

5.1.3 The route is approximately 0.8 km which takes approximately 9 minutes to walk (at a steady pace of 5km/h).

Section 2-3

5.1.4 The route then follows a signposted path connecting to Bridleway WT|SHER|16 (Receptor TP097) which starts adjacent to field A2. The initial section is not on the definitive map and is enclosed by dry stone walls, gappy hedgerows with some trees which allow filtered views across field A1 (where no infrastructure is proposed – noting the removal of infrastructure in the southern part of A1). The route passes field A2 to the west and A3 to the west (separated by a dry-stone wall; crosses through field A7; and then follows the western and southern boundaries of A9. The fields are visible in predominantly open views from the Bridleway. On turning eastwards towards Lordswood Farm the route passes through field A8 where no infrastructure is proposed. There are views to rising land in A9 to the north and views to A10 to the south. The route passes the farm to join the Fosse Way.

5.1.5 The route is approximately 1.96 km which takes approximately 23 minutes to walk (at a steady pace of 5km/h).

Section 3-4

5.1.6 Crossing the Fosse Way and following Pig Lane (Receptor TR166) past Fields C27 and C28 to the northeast and C24 to the southwest (where no infrastructure is proposed) there are limited views due to hedgerows with

occasional trees on either side of the narrow lane (refer to Viewpoint 29 in **ES Volume 2 Figure 8-14 Baseline Photography and Photomontages - Viewpoint 23 - 44 [REP2-011]**). The route follows Pig Lane past Farleaze Farm towards the railway line. The topography is relatively flat and there are occasional views through gaps in the hedgerows and field entrances.

- 5.1.7 The route is approximately 1.14 km which takes approximately 14 minutes to walk (at a steady pace of 5km/h).

Section 4-5

- 5.1.8 On crossing the railway line, Pig Lane (Receptor TR166) continues straight through Lime Down Site C passing Grain Store Barn. To the west fields c14 and C15 are visible in filtered views as shown by VP 20. To the east are fields C16 (where no infrastructure is proposed) and fields C17 and C18 where hedgerows along the road predominantly screen views. There are occasional views through gaps in the hedgerows and field entrances.
- 5.1.9 The route heads towards Surrendell on BOAT WT|HULL|19 (Receptor TP106). and then follows a number of unclassified roads including TR171 and TR170 past Stanton Park towards the crossing of the M4 near Leigh Delamere Services.
- 5.1.10 The section of the route is approximately 4.59 km which takes approximately 55 minutes to walk (at a steady pace of 5km/h).

Section 5-6

- 5.1.11 From the service station the route continues south on the road past New Priory Stud through the linear village of Kington St Michael. There are no pavements along the road and views from the road vary from being enclosed by trees and tall hedgerows to more open views across low hedgerows across arable field to wooded skylines in the middle distance. CD Site 243 is located to the east of the village but is not discernible from the road to the north of the village or from within the village. At the top of the hill, Tor Hill, on leaving the village, a short section of off-road footpath close to the western boundary of CD Site 243. Views are limited by hedgerows with one view at a field entrance which is not within the Scheme (ref to ASVP 8 in Appendix 2). The footpath returns to the road at the junction with minor roads where the route follows Footpath WT|KLAN|1 (not identified as a receptor in the LVIA) towards the edge of Chippenham. Views from the footpath which diagonally cross fields are enclosed by intervening hedgerows with occasional hedgerow trees to the roads which limit views towards CD Site 243. There is a distance of approximately 6.5km between the Lime Down Scheme and CD Site 243.
- 5.1.12 The section of the route is approximately 4.18 km which takes approximately 50 minutes to walk (at a steady pace of 5km/h).

Baseline Summary

- 5.1.13 SLD Route 2 follows minor roads and Footpaths between the CNL at Sherston to the edge of Chippenham passing through Lime Down Site A and Site C and as such is expected to be travelled on foot. It heads southeast crossing the M4 near Leigh Delamore Services to Stanton St Michael and then passes CD Site 243 before heading to edge of Chippenham.
- 5.1.14 It is not part of any known or publicised routes. The route passes nearby solar infrastructure associated with the Lime Down Scheme in Fields A1, A2, A3, A7, A9 and A10 as it follows Bridleway WT|SHER|16 to the Fosse Way. On Pig Lane it passes Fields C27 and C28 to the northeast and C24 to the southwest (where no infrastructure is proposed) and to the south of the Railway line passes C14 and C15, C16, C17 and C18. After a distance of approximately 6.5km from Lime Down Site C it passes CD Site 243 to the east of Kington St ~~Michael~~Michael on footpaths and local roads.
- 5.1.15 The whole route is approximately 12.67km which takes approximately 2 hour and 32 minutes to walk (at a steady pace of 5km/h).

Visual Receptors

- 5.1.16 Receptors which form SLD Route 2 assessed in the LVIA include:
- Receptor TR050
 - Receptor TR049
 - Receptor TP097 Bridleway
 - Receptor TR166 Pig Lane
 - Receptor TP106 BOAT
 - TR171
 - TR170
 - Roads through Kington St Michael
 - Footpath WT|KLAN|1 (not identified as a receptor in the LVIA)

Sequential Visual effects

- 5.1.17 Potential sequential effects on SLD Route 2 arise from:
- Lime Down Site A where it passes infrastructure proposed in adjacent fields A2, A3, A7, A9 and A10 within Section 2-3;

- Lime Down Site C where it passes infrastructure proposed in adjacent fields C14, C15, C16, and C18 within Section 4-5;
- CD Site 243 where it passes infrastructure proposed in adjacent fields to the east of the road to the south of Kington St Michael within Section 5-6.

5.1.18 CD Site 243 is associated with the route as well as the Lime Down Scheme and as such the both inter and intra project effects are assessed.

Effects on Section 1-2 (0.8 km)

5.1.19 There is no visibility of the Lime Down Scheme from this section of the route which is wholly within the CNL. The road is identified as Receptors TR050 and TR049 which were not carried through to the assessment as there is no intervisibility with the Lime Down Scheme. There are no adverse effects on this section of the route.

Effects on Section 2-3 (1.96 km)

- 5.1.20 The sequential visual effects on this section of the route relate to Lime Down Site A where it passes infrastructure proposed in adjacent fields A2, A3, A7, A9 and A10.
- 5.1.21 Solar infrastructure has been removed from the southern part of A1 at Deadline 6 to protect the setting of the CNL to the north and the northern section of the Bridleway in and out of the CNL alongside field A1.
- 5.1.22 Solar infrastructure proposed in Lime Down A2, A3, A7, will be clearly visible in views from the footpath WT|SHER|16 as there are open views across the Scheme Infrastructure is set back from the footpath as a 15m buffer is provided to the fenceline.
- 5.1.23 There would be Major/ Moderate Adverse effects during Construction and Year 1 reducing to Moderate Adverse at Year 15 and Decommissioning (as assessed for Receptor TP097).
- 5.1.24 No infrastructure is proposed in field A8. However, there would be views to solar infrastructure on rising land in Field 9 to the north and Field A10 to the south beyond intervening hedgerows. Although the level of change would be less here as there are intervening hedgerow the overall effect on the footpath remains Major/ Moderate Adverse effects during Construction and Year 1 reducing to Moderate Adverse at Year 15 and Decommissioning (as assessed for Receptor TP097).
- 5.1.25 The change in these near distance views where the Site is adjacent to the footpath is approximately 1.22 km and will last approximately 15 minutes which represents an adverse change on 62% of the route.

Effects on Section 3-4 (1.14km)

- 5.1.26 The sequential visual effects on this section of the route relates to Lime Down Site B where it passes infrastructure proposed in adjacent fields C27 and C28 to the northeast and C24 to the southwest (where no infrastructure is proposed) C14, C15, C16.
- 5.1.27 There will be limited views to solar infrastructure in the wider landscape due to intervening layers of hedgerow vegetation. There will be no adverse effects on this section of the route.

Effects on Section 4-5 (4.59 km)

- 5.1.28 The sequential visual effects on this section of the route relates to Lime Down Site C where it passes infrastructure proposed in adjacent fields C14, C15, C16, and C18 on both sides of Pig Lane to the south of the railway line.
- 5.1.29 Although these field parcels are in close proximity to the road, hedgerows to both sides of the road predominantly restrict views especially in summer when vegetation is in leaf. There are more open views at field entrances.
- 5.1.30 There would Moderate/Minor Adverse effects during construction and Year 1 reducing to Minor Neutral and No effect at Year 1 and Decommissioning (as assessed for Receptor TR166).
- 5.1.31 The change in these near distance views will be experienced for approximately 0.62km adjacent to the Scheme which takes approximately 7 minutes to walk. This represents an adverse change on 13% on this section of the route.

Effects on Section 5-6 (4.18km)

- 5.1.32 The sequential visual effects on this section of the route relates CD Site 243 where it passes infrastructure proposed in adjacent fields to the east of the road to the south of Kington St Michael.
- 5.1.33 There is limited visibility of the CD Site 243 due to strong intervening vegetation along the route. Although there would be filtered views in winter when vegetation is not in leaf. There is a distance of approximately 6.5km between the Lime Down Scheme and CD Site 243 and no intervisibility
- 5.1.34 Therefore, given the limited appreciation of DC Site 243 combined with the distance between it and the Lime Down Scheme, there are no sequential visual effects on this section of the route.

Overall Effects on SLD Route 2

- 5.1.35 Sequential visual effects on SLD Route 2 on the identified receptors have been extracted from the LVIA in Table 5 below:

Table 5: Extract from Summary Tables for SLD Route 2

					Magnitude of Change				Significance of Effect			
Receptor Code	Receptor Name	Viewpoint (where relevant)	Nearest Site	Sensitivity	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning
Section 1-2												
TR050	Noble Street	Not carried forward into assessment										
TR049	Tanners Hill	Not carried forward into assessment										
Section 2-3												
TP097	WT SHER 16		A	High To Medium	High	High	Medium	Medium	Major/ Moderate Adverse Significant	Major/ Moderate Adverse Significant	Moderate Adverse Significant	Moderate Adverse Significant
Section 3-5												
TR166	Pig Lane		C	Medium	Low	Low	Very Low	None	Moderate/ Minor Adverse	Moderate/ Minor Adverse	Minor Neutral	No Effect
Section 4-5												
TP106	WT HULL 19		C	High To Medium	Very Low	Very Low	Very Low	Very Low	Minor Adverse	Minor Adverse	Minor Adverse	Minor Adverse
TR171	T Junction at Parish Boundary North towards Surrendell Farm, Grittleton	Not carried forward into assessment										
TR170	Surrendell South East to Grittleton Road and to Parish Boundary, Hullavington	Scoped Out										

Conclusion

- 5.1.36 With reference to Table 4 above, the LVIA accepts that there are some Major/ Moderate Adverse effects on the visual amenity of users of the SLD Route 2 as it passes through the Lime Down Scheme as set out within **ES Volume 3, Appendix 8-3-2-2 LVIA Assessment Sheets (Significant) [REP3-044]**.
- 5.1.37 The effects of the Lime Down Scheme on the 12.67 km route which takes approximately 2 hour and 32 minutes to walk (at a steady pace of 5km/h) will be experienced intermittently for approximately 1.84km. The level of effects varies with Major/Moderate Adverse Significant effects recorded in Section 2-3 and Moderate/ Minor Adverse effects recorded in in Section 3-4. The effects of the Scheme on Bridleway WT|SHER|16 (Receptor TP097) in section 2-3 will remain significant for the duration of the Scheme.
- 5.1.38 There are no effects on the section of the route within the CNL as the Solar infrastructure has been removed from the southern part of A1 at Deadline 6 to protect the setting of the CNL to the north and the northern section of the Bridleway in and out of the CNL alongside field A1.
- 5.1.39 There are no additional effects from CD Site 243 as it is well screened by existing vegetation and is 6.5km from the Lime Down Scheme with no intervisibility between the two schemes.
- 5.1.40 It is recognised that this represents a significant experiential change in visual amenity on two sections of the route when in close proximity to the Lime Down Scheme where views would change from rural views to solar infrastructure. However, this will be temporary and as mitigation planting matures the Scheme will be screened especially in summer. There are no additional effects from CD Site 243 and as such the sequential visual effects are as assessed for the Lime Down Scheme
- 5.1.41 In conclusion, the change in views on SLD Route 2 which follows minor roads and footpaths between the CNL at Sherston to the edge of Chippenham represents a 14% change with Adverse effects experienced as a result of solar infrastructure in 9 fields including A2, A3, A7, A9 and A10 and fields C14, C15, C16, and C18. These effects are directly related to the Lime Down scheme and are as identified within the LVIA. These effects will be temporary in nature and would be mitigated by Year 15.

6 Section 6 – SLD Route -Sherston to the Fosse Way

- 6.1.1 The route from Sherston to the Fosse Way follows Commonwood Lane from the junction with Bustlers Hill on the southern edge of Sherston. The route follows Commonwood Lane (Receptor TR143) south until it joins BOAT WT|SHER|35 (Receptor TP089) near Commonwood Farm. The byway passes to the west of Cream Gorze where it continues as BOAT WT|LUCK|57 (Receptor TP092) to join the Fosse Way.
- 6.1.2 The route is approximately 3km in distance which takes approximately 36 minutes to walk.
- 6.1.3 Representative views from this route are presented in the LVIA and include:
- Visualisation VP9 from Commonwood Lane;
 - Representative views VP28 on BOAT WT|SHER|35;
 - Visualisation VP27 on BOAT WT|SHER|35; and
 - Representative views VP24 on Fosse Way.
- 6.1.4 The three Receptors listed below which comprise the route have been fully assessed in the LVIA:
- Commonwood Lane (Receptor TR143)
 - BOAT WT|SHER|35 (Receptor TP089)
 - BOAT WT|LUCK|57 (Receptor TP092)
- 6.1.5 Sequential visual effects on SLD Route 2 on the identified receptors have been extracted from the LVIA in Table 4 below.
- 6.1.6 Please note that following the removal of the southern part of Field A1 to protect the setting of the CNL, the effects of the Scheme on users of Commonwood Lane (Receptor TR143) have been revised and are now considered Non-significant and are shown in red on the Table 6 below.

Table 6: Extract from Summary Tables for SLD Route - Sherston to the Fosse Way

					Magnitude of Change				Significance of Effect			
Receptor Code	Receptor Name	Viewpoint (where relevant)	Nearest Site	Sensitivity	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning
TR143	Commonwood Lane		A	High To Medium	Low	Low	Very Low	None	Moderate /Minor Adverse	Moderate/ Minor Adverse	Minor Neutral	No Effect
TP089	WT SHER 35		C	High to Medium	Medium	Medium	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Moderate/ Minor Neutral	No Effect
TP092	WT LUCK 57		C	High To Medium	Medium	Medium	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Moderate/ Minor Neutral	No Effect

Conclusion

- 6.1.7 The sequential visual effects of the Lime Down Scheme on the Sherston to the Fosse Way walking route are assessed as being Moderate Adverse Significant during Construction and Year 1 which would reduce to Moderate/ Neutral and No Effects. The Scheme in Site A would be just visible beyond the roadside hedgerow and intervening field hedgerows in distant views from part of Commonwood Lane. From BOAT WT|SHER|35 infrastructure will be clearly visible during Construction and Year 1 with infrastructure in Site C, particularly fields C19, C21 C31, C36 and C12 which are in close proximity to the route.
- 6.1.8 It is recognised that this represents a significant experiential change in visual amenity for walkers on a long section of the route as it goes through Lime Down Site D where open views would change from rural views to solar infrastructure. This cannot be completely mitigated and there will be significant adverse effects for the duration of the Scheme.
- 6.1.9 The sequential visual effects of the Lime Down Scheme on the Norton to Hullavington route are as set out above.

7 Section 7 – SLD Route -Hullavington to Corston

- 7.1.1 The route from Hullavington to Corston is interpreted as a circular walk between the villages. It starts from the south western side of Hullavington taking BOAT WT|HULL|32 (Receptor TP127) south to join WT|HULL|9 (Receptor TP123) which heads eastwards. The route crosses the road between Hullavington and Norton and follows Footpath HULL 8 (Receptor TP158) which continues in an easterly direction to a ridgeline. Just beyond D18 where a temporary construction compound is proposed. The route drops into the valley of the Gauze Brook to join Bridleway WT|HULL|7 (Receptor TP159) passing fields in D15 and D14.
- 7.1.2 The route continues east to Corston and returns on the same Bridleway but stays within the valley to join WT|HULL|6 (Receptor TP155) which passes between fields D15 and D16. The route follows the Gauze Brook westwards to join part of Down Road (Receptor TR198) under the railway line, back towards Hullavington.
- 7.1.3 The Receptors listed below which comprise the route have been fully assessed in the LVIA.
- Receptor TP127
 - Receptor TP123
 - Receptor TP158
 - Receptor TP159
 - Receptor TP155
 - Receptor TR198
- 7.1.4 Sequential visual effects on SLD Route between Hullavington and Corston on the identified receptors have been extracted from the LVIA in Table 7 below:

Table 7: Extract from Summary Tables for SLD Route Hullavington to Corston

					Magnitude of Change				Significance of Effect			
Receptor Code	Receptor Name	Viewpoint (where relevant)	Nearest Site	Sensitivity	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning
TP127	WT HULL 32		D	Medium	None	None	None	None	No Effect	No Effect	No Effect	No Effect
TP123	WT HULL 9	Not carried forward into assessment										
TP158	WT HULL 8		D	High To Medium	High	High	Medium	Medium	Major/Moderate Adverse Significant	Major/Moderate Adverse Significant	Moderate Adverse Significant	Moderate Adverse Significant
TP159	WT HULL 7		D	High to Medium	High	High	Very Low	Very Low	Major/Moderate Adverse Significant	Major/Moderate Adverse Significant	Moderate/Minor Adverse	Moderate/Minor Adverse
TP155	WT HULL 6		D	High to Medium	High	High	Very Low	None	Major/Moderate Adverse Significant	Major/Moderate Adverse Significant	Moderate/Minor Neutral	No Effect
TR198 (part of)	Down Road, Hullavington		D	Medium	Medium	Medium	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Minor Adverse	No Effect

Conclusion

- 7.1.5 There are no effects on the footpaths leading out of Hullavington although there are long distance views towards the Rodbourne Water Tower to the east. There are rural views across the landscape and no part of the Lime Down Scheme would be visible.
- 7.1.6 After passing under the railway line Footpath WT|HULL|8 (Receptor TP158) rises to higher land and follows a low ridgeline past Field D18 which is surrounded by strong tall hedgerows limiting views. Shortly after passing Field D18 the route diagonally drops into the Valley of the Gauze Brook (rather than following the ridgeline) where infrastructure in Fields D13, D14 and D15 are clearly visible in the elevated views resulting in Major/Moderate Adverse Significant during construction and Year 1. These effects reduce to Moderate/Minor Adverse at Year 15 and Decommissioning as although mitigation planting will be maturing, solar infrastructure and decommissioning activities will still be visible from elevated views.
- 7.1.7 The route then follows the valley on Bridleway WT|HULL|6 (TP159) away from the Scheme towards Corston and returns on the same route past the northern side of Field D18. The route also passes Fields D13, D14 and D15 resulting in Major/Moderate Adverse Significant effects during construction and Year 1 reducing to Moderate/Minor Adverse at Year 15 and Decommissioning as mitigation planting matures and screens views.
- 7.1.8 Major/Moderate Adverse Significant effects during construction and Year 1 reducing to Moderate/Minor Adverse at Year 15 and Decommissioning as mitigation planting matures and screens views are also identified for WT|HULL|6 (TP155) and Down Road (TR198) although the effects on Down Road relate to the effects of Fields D17 and D16 at its eastern end which are not on the SLD Route.
- 7.1.9 It is recognised that this represents a significant experiential change in visual amenity of walkers where the route when in close proximity to the Lime Down Scheme. Views would change from rural views to solar infrastructure. There would be some long term adverse effects where there are views from higher ground over the Gauze Brook where solar infrastructure will be visible in more than one field which cannot be fully mitigated.
- 7.1.10 The sequential visual effects of the Lime Down Scheme on the Hullavington to Corston are as set out above.

8 Section 8- SLD Route- Norton to Hullavington

- 8.1.1 The route starts in the village of Norton and heads south, following a short section of Norton Road (Receptor TR061). It then heads south joining Footpath WT|NORT|10 (Receptor TP116) which diagonally crosses the field (not always evident on the ground) uphill to a low ridge at the boundary hedgerow of Field D20. There are no views of the Lime Down Scheme from this part of the route. The footpath crosses to the other side of the hedgerow where it follows the western side of the hedgerow with open views to Fields D20 and further Lime Down Fields beyond intervening hedgerows.
- 8.1.2 At the southern end of Field D20, the route continues south west on Footpath WT|HULL|1 (Receptor TP121), crossing Field D4 and following the western side of the hedgerow between Fields D5 and D3 (refer to Viewpoint 37 in **ES Volume 2 Figure 8-14 Baseline Photography and Photomontages - Viewpoint 23 - 44 [REP2-011]** and ExA Viewpoint 2 and Sections in **ES Volume 2 Figure 8-14 Baseline Photography and Photomontages [REP5-044]**). The route passes Bradfield Manor located to the east and then drops quite steeply to pass under the railway line towards the north eastern edge of Hullavington. From the southern side of the railway line there are no views back towards the Scheme as the railway line is on an embankment.
- 8.1.3 Sequential visual effects on SLD Route between Norton and Hullavington on the identified receptors have been extracted from the LVIA in Table 8 below:
- Receptor TR061 Norton Road
 - Receptor TP116 Footpath WT|NORT|10
 - Receptor TP121 Footpath WT|HULL|1

Table 8: Extract from Summary Tables for SLD Route - Norton to Hullavington

					Magnitude of Change				Significance of Effect			
Receptor Code	Receptor Name	Viewpoint (where relevant)	Nearest Site	Sensitivity	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning	Construction	Operation (Year 1)	Operation (Year 15)	Decommissioning
TR061 (part of)	Norton Road North West to Honey Lane, Norton	35	D	Medium	High	High	Very Low	None	Moderate Adverse Significant	Moderate Adverse Significant	Minor Neutral	No Effect
TP116	WT NORT 10		D	High to Medium	High	High	High	Medium	Major/Moderate Adverse Significant	Major/Moderate Adverse Significant	Major/Moderate Adverse Significant	Moderate Adverse Significant
TP121 (part of)	WT HULL 1		D	High to Medium	High	High	High	Medium	Major/Moderate Adverse Significant	Major/Moderate Adverse Significant	Major/Moderate Adverse Significant	Moderate Adverse Significant

Conclusion

- 8.1.4 Although Moderate Adverse Significant effects are recorded for Norton Road, the Lime Down Scheme is not visible in the section of the road used on this walking route due to the topography and Norton's location in a valley.
- 8.1.5 There would be Major/Moderate Adverse Significant effects at all stages of the development on Footpath WT|NORT|10 (Receptor TP116) and part of Footpath WT|HULL|1 (Receptor TP121). To the north of the railway line.
- 8.1.6 It is recognised that this represents a significant experiential change in visual amenity pf walkers on a long section of the route as it goes through Lime Down Site D where open views would change from rural views to solar infrastructure. Where this cannot be completely mitigated, there will be significant adverse effects for the duration of the Scheme.
- 8.1.7 The sequential visual effects of the Lime Down Scheme on the Norton to Hullavington are as set out above.

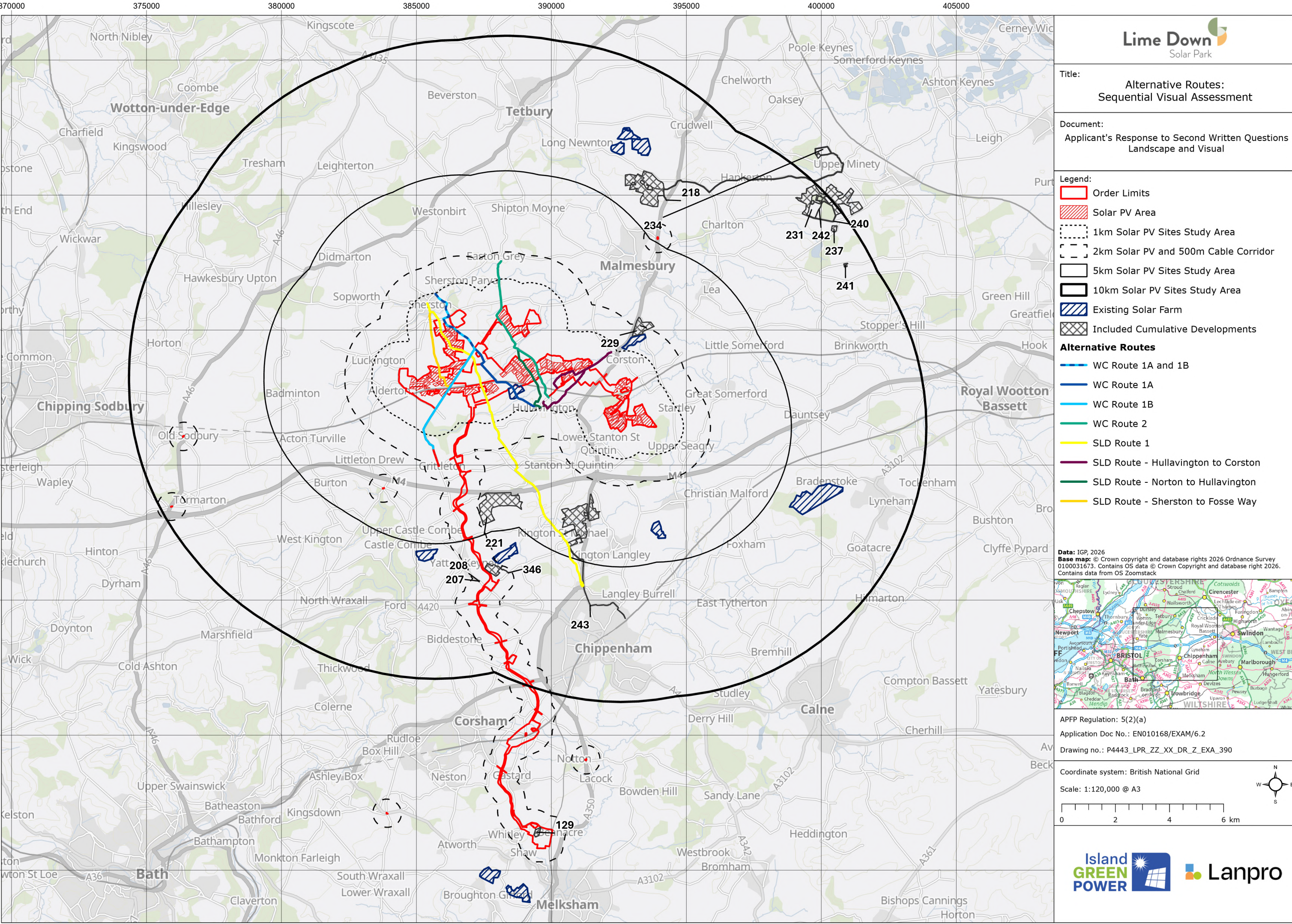
Appendix 1: Route Plans

Lime Down Solar Park Additional Sequential Assessment Landscape and Visual Appraisal

Appendix 1 – Route Plans

August 2026







Title:

Alternative Routes:
Sequential Visual Assessment

Document:

Applicant's Response to Second Written Questions
Landscape and Visual

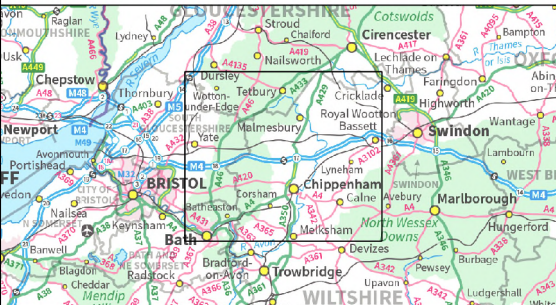
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- Solar PV Area
- 1km Solar PV Sites Study Area
- 2km Solar PV and 500m Cable Corridor
- 5km Solar PV Sites Study Area
- 10km Solar PV Sites Study Area
- Existing Solar Farm
- Included Cumulative Developments

Alternative Routes

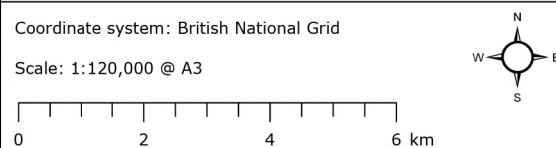
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- WC Route 1A
- WC Route 1B
- WC Route 2
- SLD Route 1
- SLD Route - Hullavington to Corston
- SLD Route - Norton to Hullavington
- SLD Route - Sherston to Fosse Way

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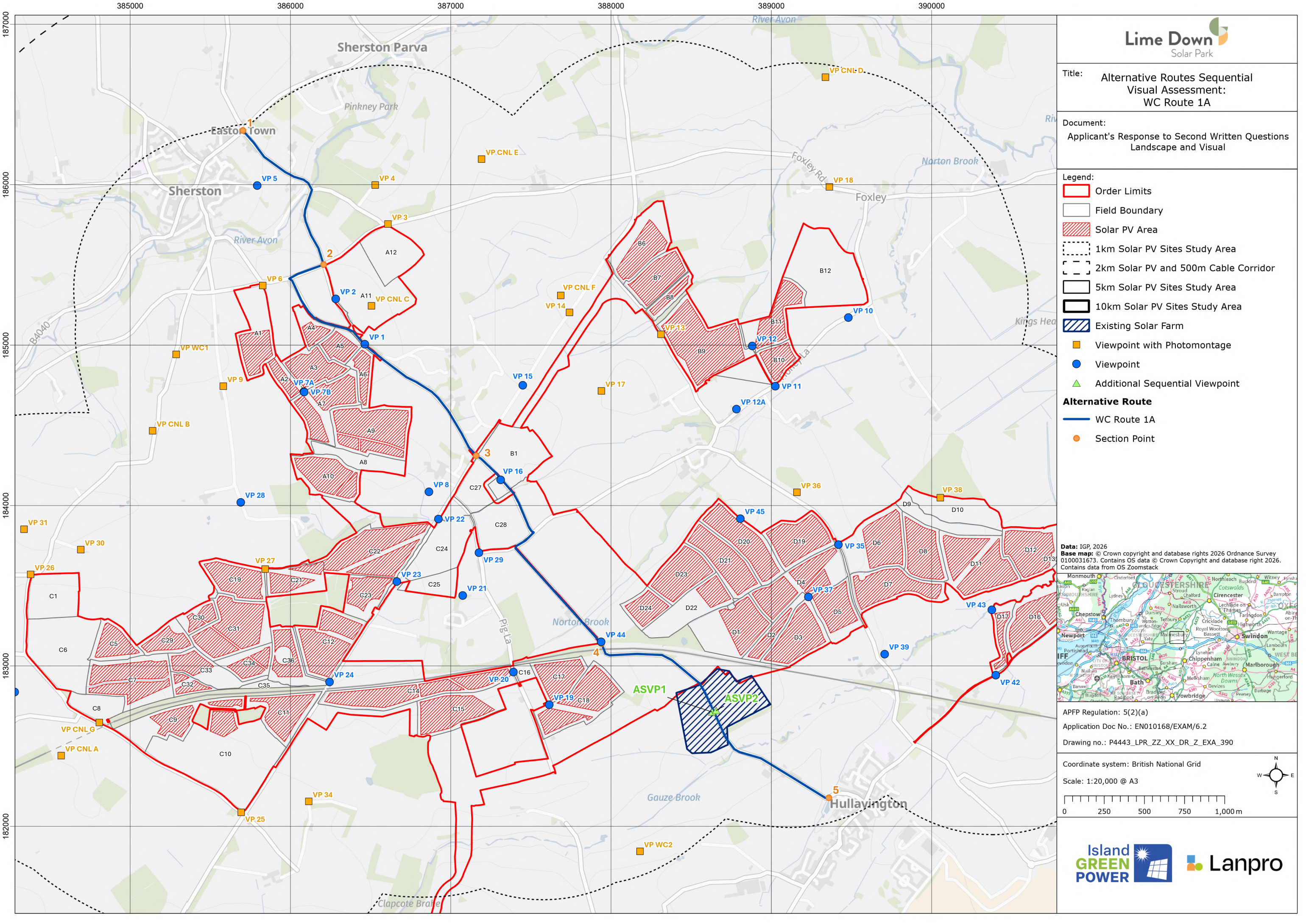


APFP Regulation: 5(2)(a)
Application Doc No.: EN010168/EXAM/6.2
Drawing no.: P4443_LPR_ZZ_XX_DR_Z_EXA_390

Coordinate system: British National Grid
Scale: 1:120,000 @ A3







Title: Alternative Routes Sequential Visual Assessment:
WC Route 1A

Document:
Applicant's Response to Second Written Questions
Landscape and Visual

- Legend:**
- Order Limits
 - Field Boundary
 - Solar PV Area
 - 1km Solar PV Sites Study Area
 - 2km Solar PV and 500m Cable Corridor
 - 5km Solar PV Sites Study Area
 - 10km Solar PV Sites Study Area
 - Existing Solar Farm
 - Viewpoint with Photomontage
 - Viewpoint
 - Additional Sequential Viewpoint
- Alternative Route**
- WC Route 1A
 - Section Point

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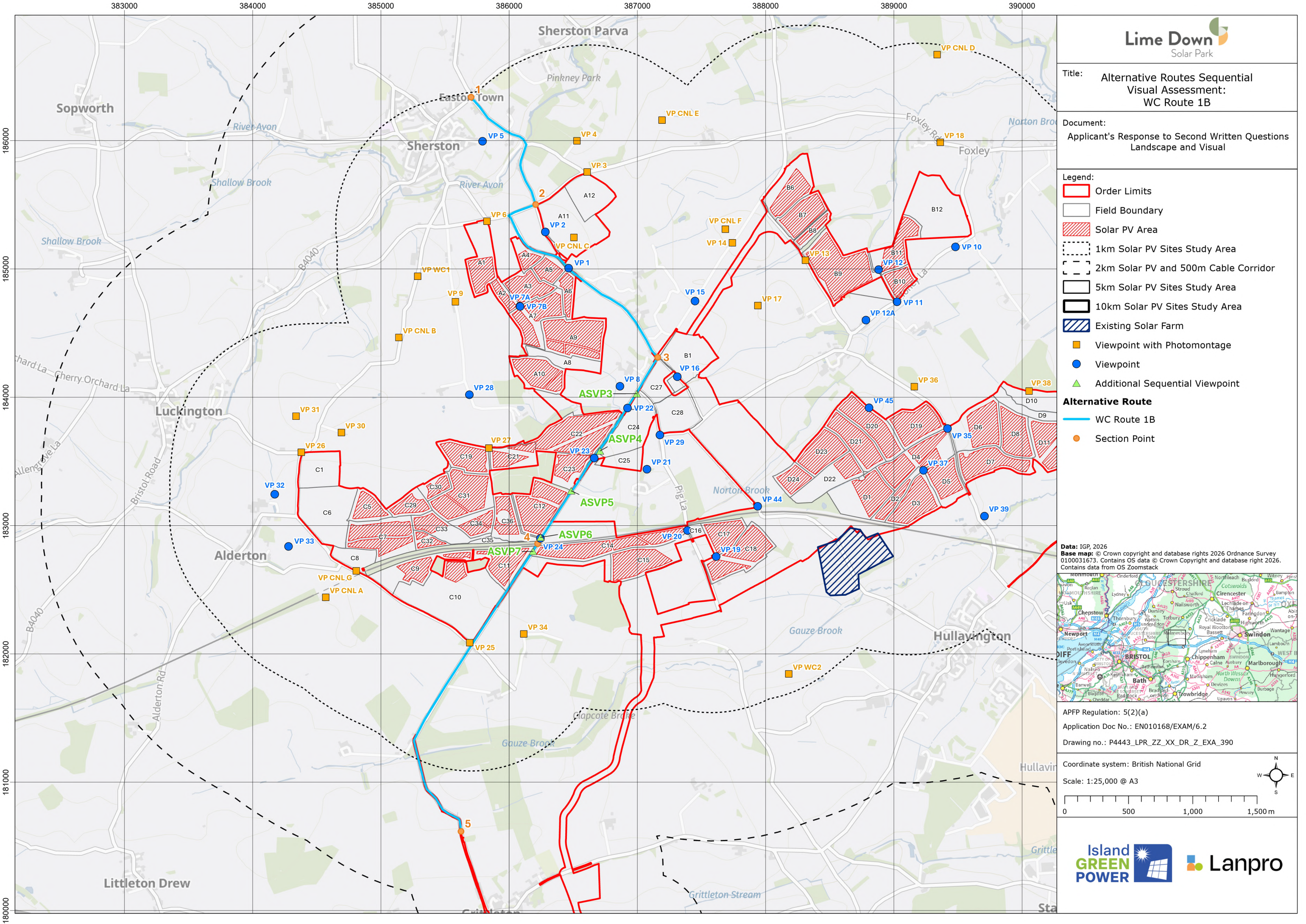


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Drawing no.: P4443_LPR_ZZ_XX_DR_Z_EXA_390

Coordinate system: British National Grid

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Title: Alternative Routes Sequential Visual Assessment: WC Route 1B

Document: Applicant's Response to Second Written Questions Landscape and Visual

- Legend:
- Order Limits
 - Field Boundary
 - Solar PV Area
 - 1km Solar PV Sites Study Area
 - 2km Solar PV and 500m Cable Corridor
 - 5km Solar PV Sites Study Area
 - 10km Solar PV Sites Study Area
 - Existing Solar Farm
 - Viewpoint with Photomontage
 - Viewpoint
 - Additional Sequential Viewpoint
- Alternative Route
- WC Route 1B
 - Section Point

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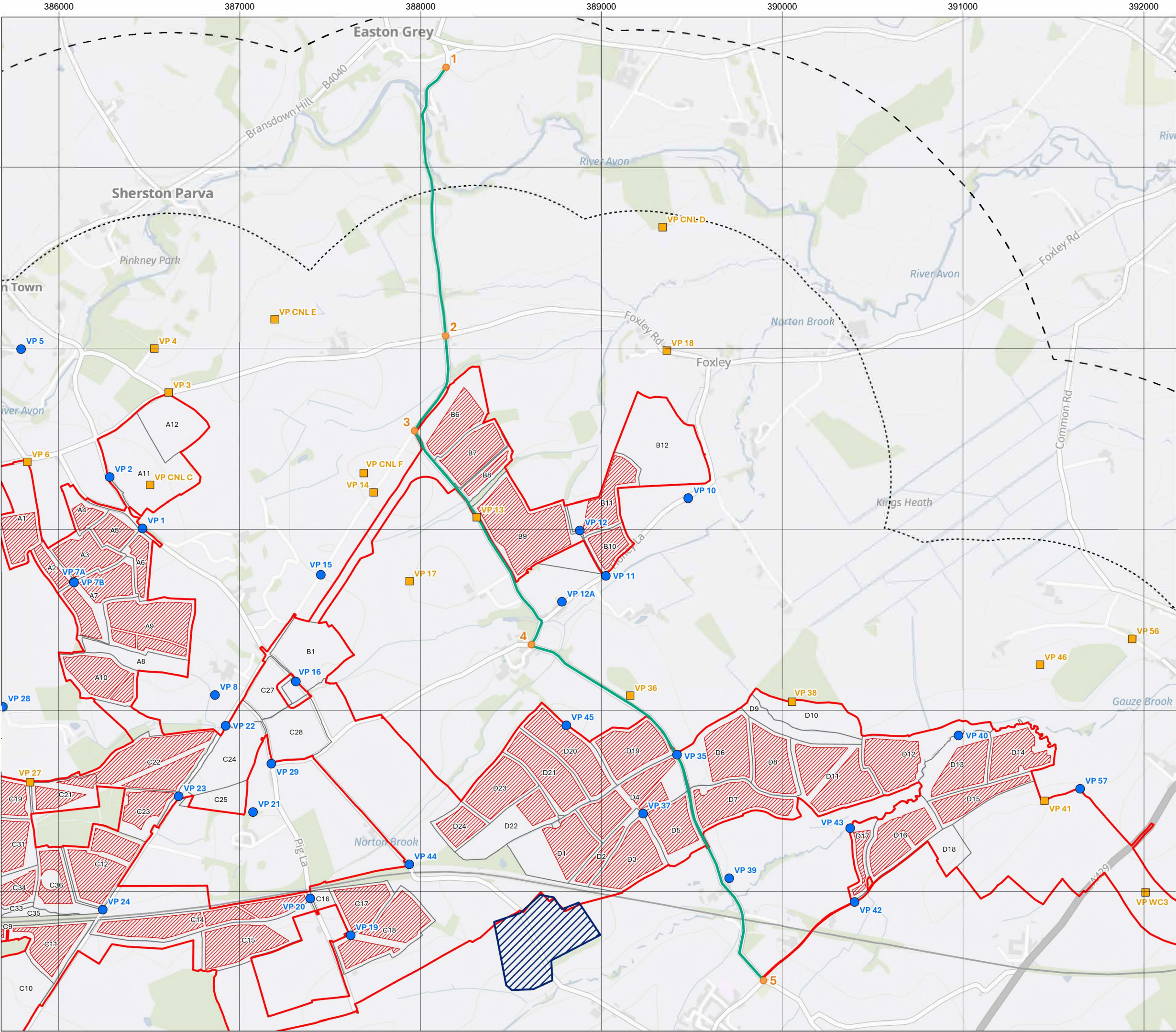


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Coordinate system: British National Grid
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Title: Alternative Routes Sequential Visual Assessment:
WC Route 2

Document: Applicant's Response to Second Written Questions
Landscape and Visual

Legend:

- Order Limits
- Field Boundary
- Solar PV Area
- 1km Solar PV Sites Study Area
- 2km Solar PV and 500m Cable Corridor
- 5km Solar PV Sites Study Area
- 10km Solar PV Sites Study Area
- Existing Solar Farm
- Viewpoint with Photomontage
- Viewpoint

Alternative Route

- WC Route 2
- Section Point

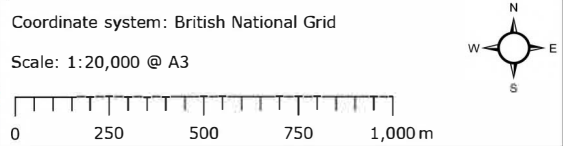
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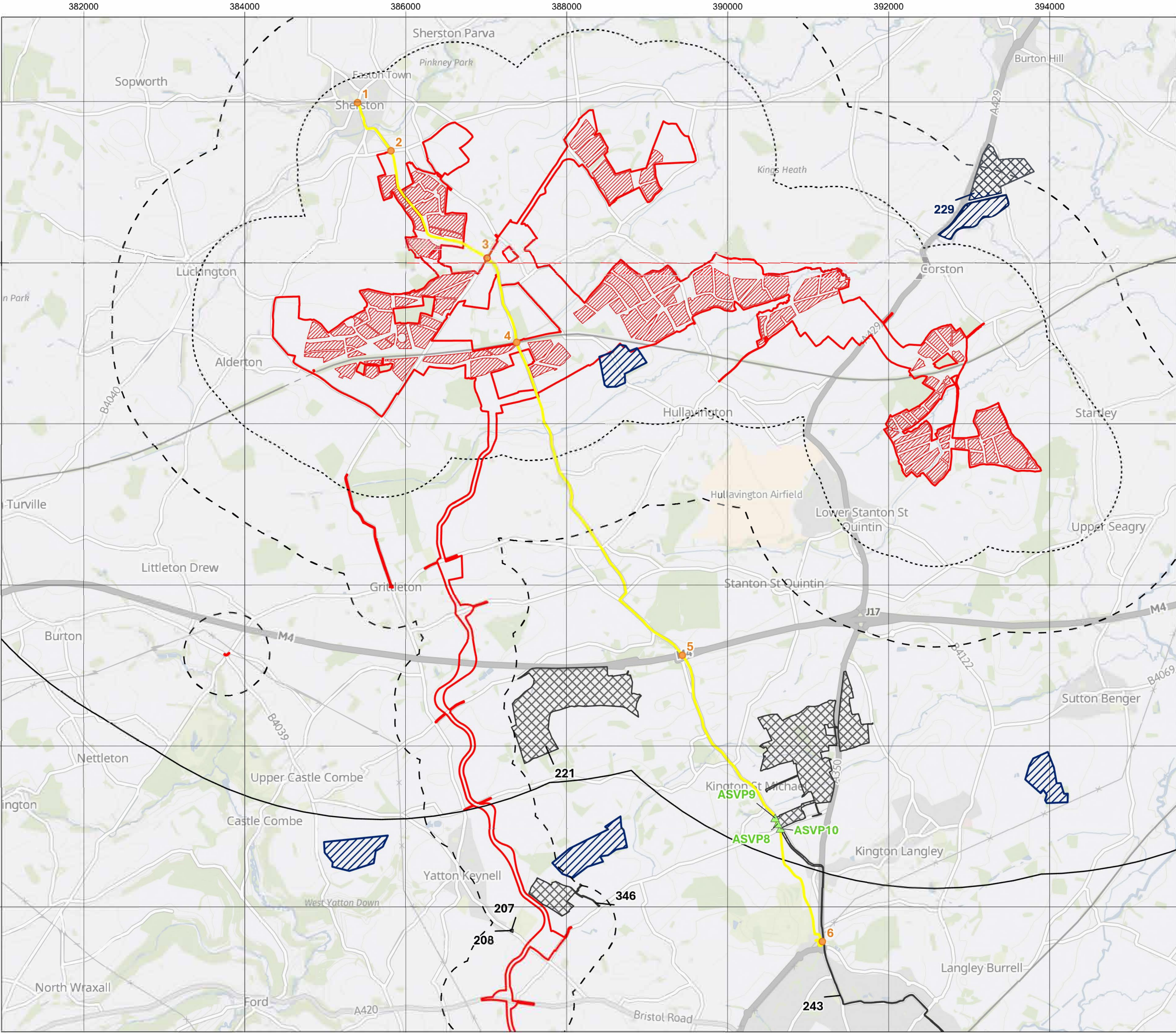
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Title: **Alternative Routes Sequential Visual Assessment: SLD Route 2**

Document: **Applicant's Response to Second Written Questions Landscape and Visual**

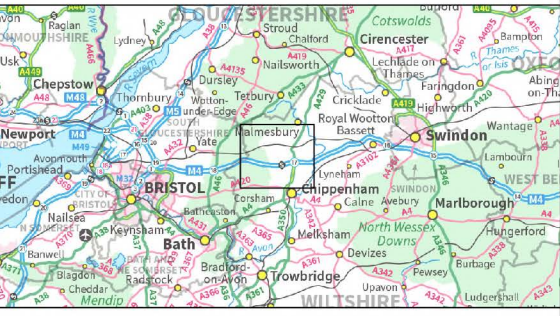
Legend:

-  Order Limits
-  Solar PV Area
-  1km Solar PV Sites Study Area
-  2km Solar PV and 500m Cable Corridor
-  5km Solar PV Sites Study Area
-  10km Solar PV Sites Study Area
-  Existing Solar Farm
-  Included Cumulative Developments
-  Additional Sequential Viewpoint

Alternative Route

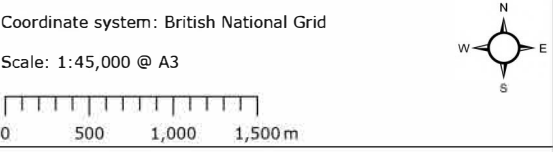
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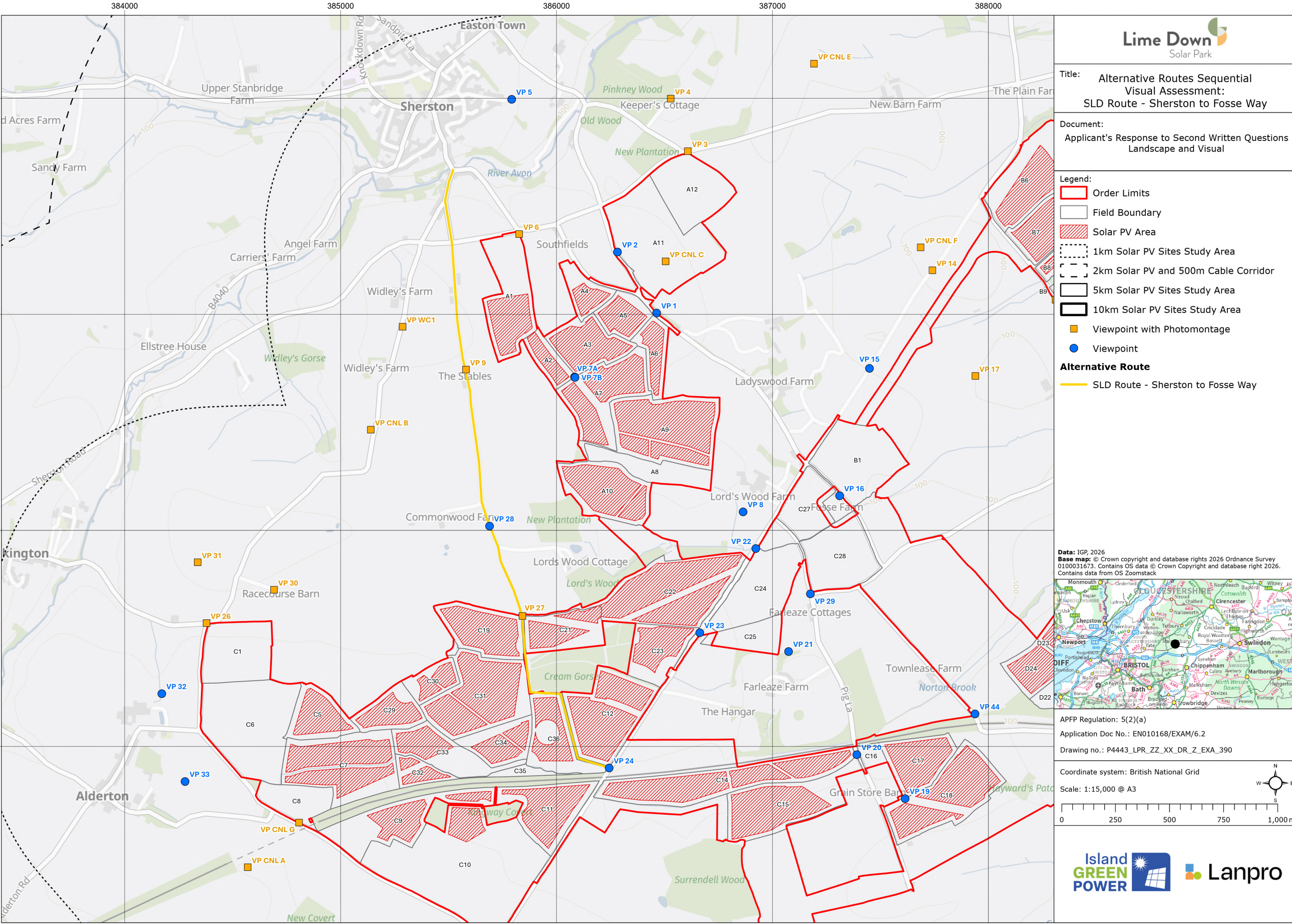


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Application Doc No.: EN010168/EXAM/6.2
Drawing no.: P4443_LPR_ZZ_XX_DR_Z_EXA_390

Coordinate system: British National Grid
Scale: 1:45,000 @ A3







Title: Alternative Routes Sequential Visual Assessment:
SLD Route - Sherston to Fosse Way

Document:
Applicant's Response to Second Written Questions
Landscape and Visual

- Legend:
- Order Limits
 - Field Boundary
 - Solar PV Area
 - 1km Solar PV Sites Study Area
 - 2km Solar PV and 500m Cable Corridor
 - 5km Solar PV Sites Study Area
 - 10km Solar PV Sites Study Area
 - Viewpoint with Photomontage
 - Viewpoint
- Alternative Route**
- SLD Route - Sherston to Fosse Way

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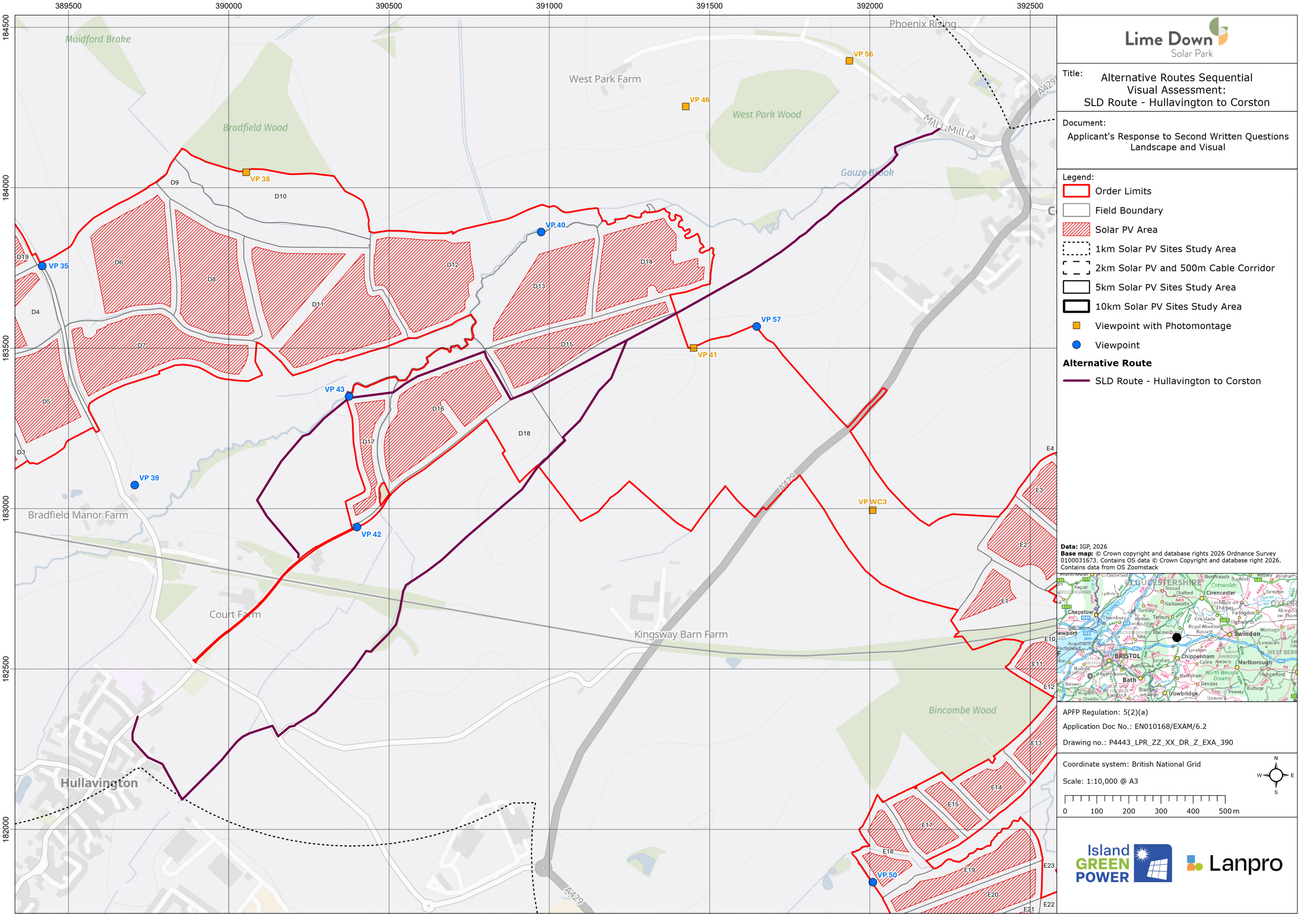
APFP Regulation: 5(2)(a)
Application Doc No.: EN010168/EXAM/6.2
Drawing no.: P4443_LPR_ZZ_XX_DR_Z_EXA_390

Coordinate system: British National Grid

Scale: 1:15,000 @ A3

0 250 500 750 1,000 m



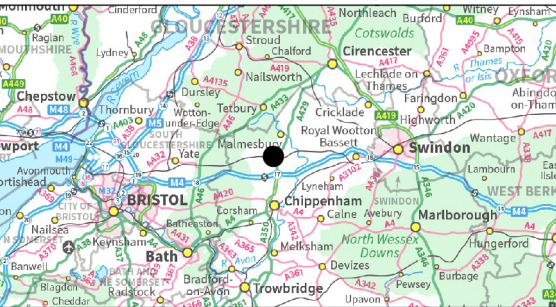


Title: Alternative Routes Sequential Visual Assessment:
SLD Route - Hullavington to Corston

Document:
Applicant's Response to Second Written Questions
Landscape and Visual

- Legend:
- Order Limits
 - Field Boundary
 - Solar PV Area
 - 1km Solar PV Sites Study Area
 - 2km Solar PV and 500m Cable Corridor
 - 5km Solar PV Sites Study Area
 - 10km Solar PV Sites Study Area
 - Viewpoint with Photomontage
 - Viewpoint
- Alternative Route**
- SLD Route - Hullavington to Corston

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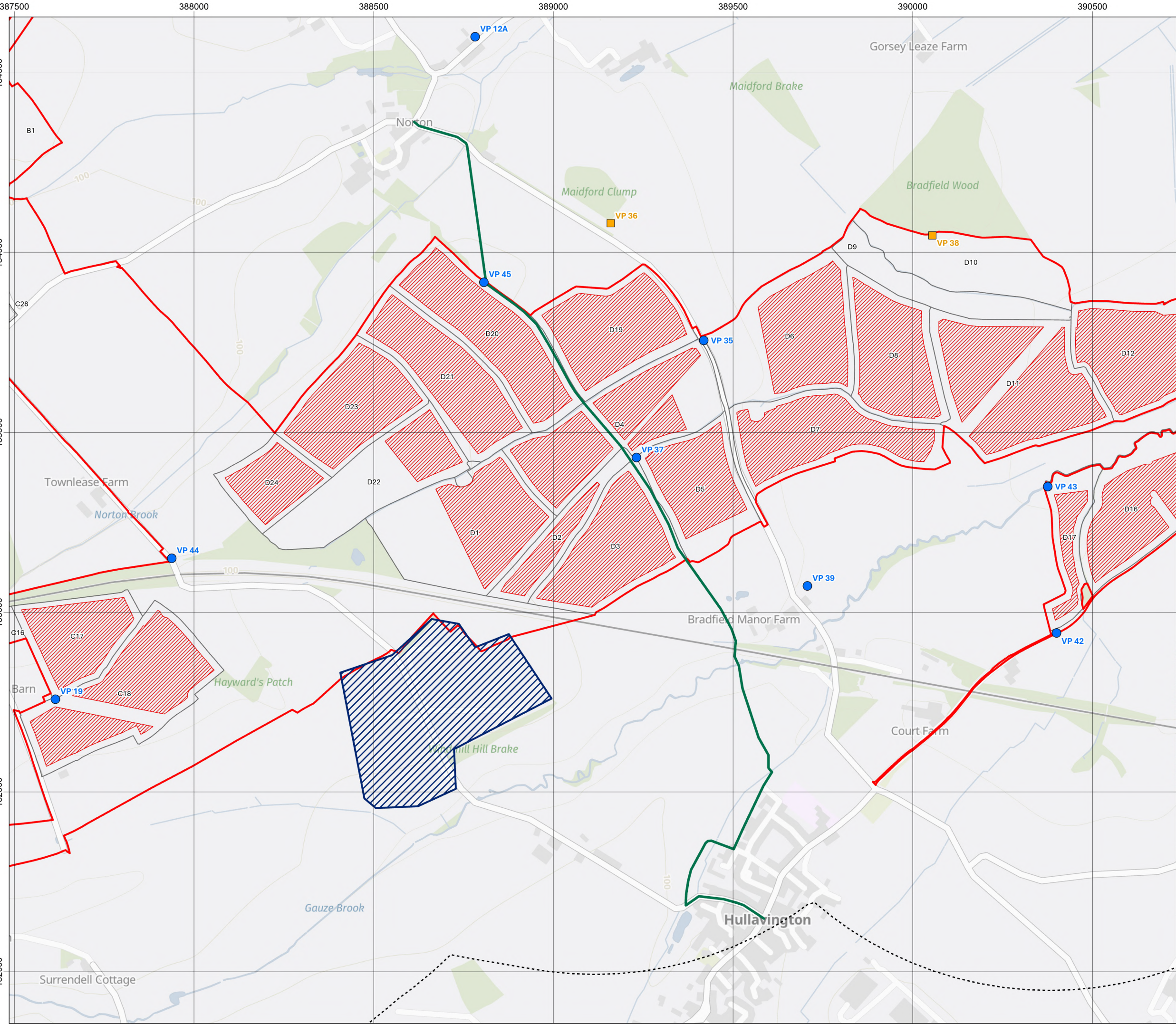
APFP Regulation: 5(2)(a)
Application Doc No.: EN010168/EXAM/6.2
Drawing no.: P4443_LPR_ZZ_XX_DR_Z_EXA_390

Coordinate system: British National Grid

Scale: 1:10,000 @ A3

0 100 200 300 400 500 m







Title: Alternative Routes Sequential Visual Assessment:
SLD Route - Norton to Hullavington

Document: Applicant's Response to Second Written Questions
Landscape and Visual

Legend:

- Order Limits
- Field Boundary
- Solar PV Area
- 1km Solar PV Sites Study Area
- 2km Solar PV and 500m Cable Corridor
- 5km Solar PV Sites Study Area
- 10km Solar PV Sites Study Area
- Existing Solar Farm
- Viewpoint with Photomontage
- Viewpoint

Alternative Route

- SLD Route - Norton to Hullavington

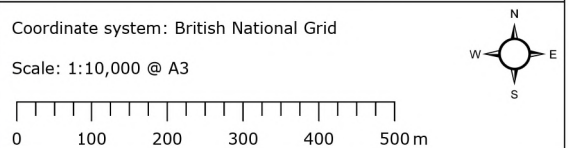
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APFP Regulation: 5(2)(a)
Application Doc No.: EN010168/EXAM/6.2
Drawing no.: P4443_LPR_ZZ_XX_DR_Z_EXA_390

Coordinate system: British National Grid

Scale: 1:10,000 @ A3





Appendix 2: Additional Sequential Viewpoints

Lime Down Solar Park
Additional Sequential Assessment
Landscape and Visual Appraisal

Appendix 2 – Illustrative Viewpoint Photography

August 2026



WC - Route 1A





ASVP 1: From Hill Hayes Lane looking west

Drawing Ref: Figure 1
Taken on: 11.08.2026
Weather: Clear

Photograph
Camera & lens: Nikon D610 FFS, 50mm
Camera Height: 1.5m
Direction of view: Looking west towards existing solar farm
Approximate distance to site: 185m to LD Site

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

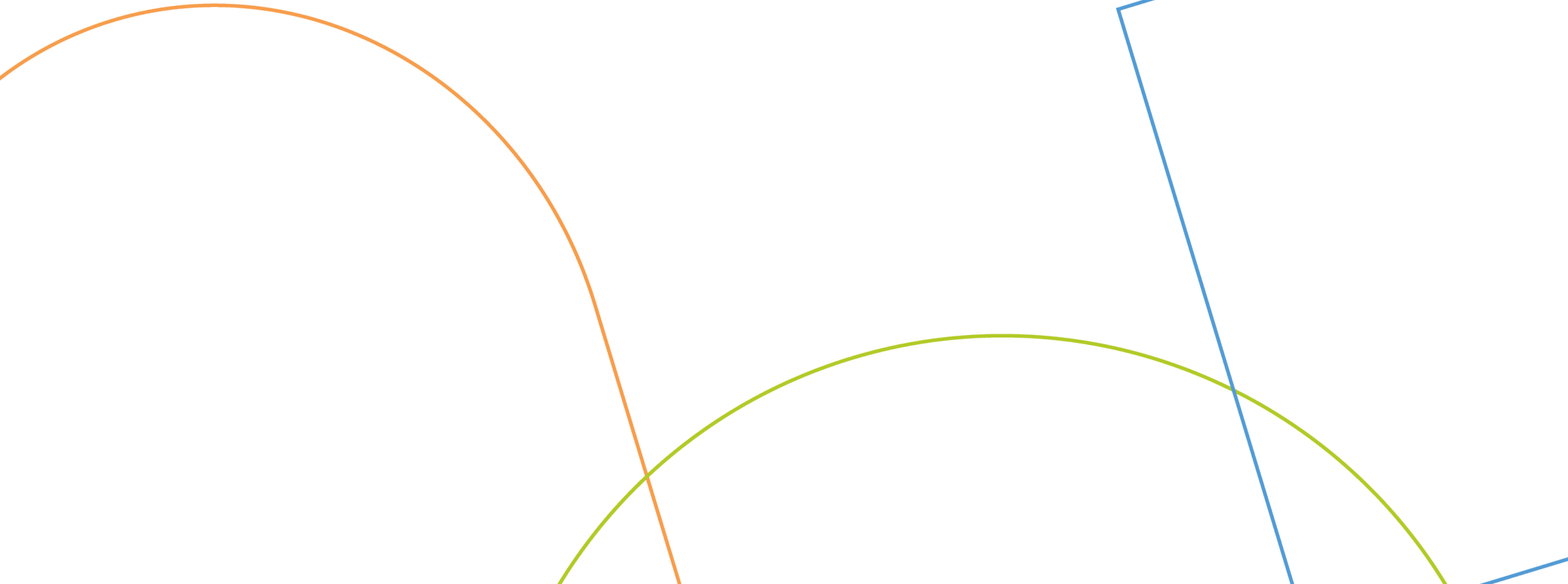


ASVP 2: From Hill Hayes Lane looking east

Drawing Ref: Figure 2
Taken on: 11.08.2026
Weather: Clear

Photograph
Camera & lens: Nikon D610 FFS, 50mm
Camera Height: 1.5m
Direction of view: Looking east towards existing solar farm
Approximate distance to site: 185m to LD Site

WC-Route 1B



Approximate extent of Site C



ASVP 3: From Fosse Way looking south

Drawing Ref:	Figure 3	Photograph	
Taken on:	18.06.2026	Camera & lens:	Nikon D610 FFS, 50mm
Weather:	Cloudy	Camera Height:	1.5m
		Direction of view:	Looking south towards site
		Approximate distance to site:	4m

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Approximate extent of Site C



ASVP 4: From Fosse Way near derelict barn looking south

Drawing Ref:	Figure 4	Photograph	
Taken on:	18.06.2026	Camera & lens:	Nikon D610 FFS, 50mm
Weather:	Cloudy	Camera Height:	1.5m
		Direction of view:	Looking south towards site
		Approximate distance to site:	0m

Approximate extent of Site C



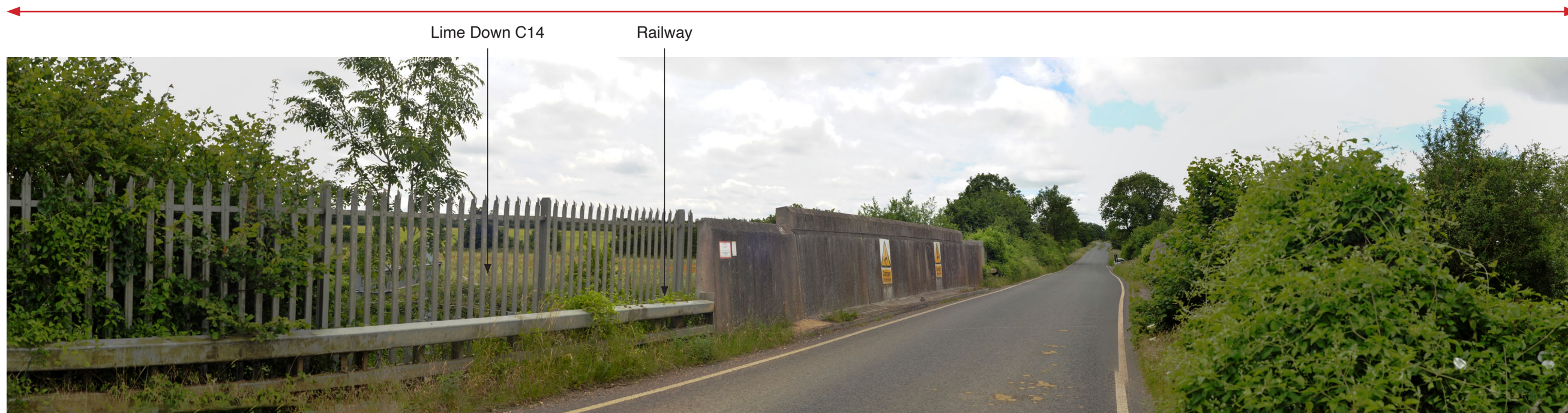
ASVP 5: From Fosse Way looking south

Drawing Ref: Figure 5
Taken on: 18.06.2026
Weather: Cloudy

Photograph
Camera & lens: Nikon D610 FFS, 50mm
Camera Height: 1.5m
Direction of view: Looking south towards site
Approximate distance to site: 10m

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Approximate extent of Site C



ASVP 6: From Fosse Way at railway crossing looking south

Drawing Ref: Figure 6
Taken on: 18.06.2026
Weather: Cloudy

Photograph
Camera & lens: Nikon D610 FFS, 50mm
Camera Height: 1.5m
Direction of view: Looking south towards site
Approximate distance to site: 0m

Location of Fosse Lodge

Fosse Way

Lime Down C11



ASVP 7: From Fosse Way looking west

Drawing Ref: Figure 7
Taken on: 18.06.2026
Weather: Cloudy

Photograph
Camera & lens: Nikon D610 FFS, 50mm
Camera Height: 1.5m
Direction of view: Looking west towards site
Approximate distance to site: 0m

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

SLD - Route 2



Approximate extent CD Site 243
(beyond intervening vegetation)

Roadside Path

Unnamed Road from Kington St
Michael to A350



ASVP 8: From roadside footpath looking south

Drawing Ref: Figure 8
Taken on: 18.06.2026
Weather: Clear

Photograph
Camera & lens: Nikon D610 FFS, 50mm
Camera Height: 1.5m
Direction of view: Looking south towards CD Site 243
Approximate distance to site: 68m to CD Site 243

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Gate to Footpath WTIKSTMI38

Roadside Path



ASVP 9: From roadside footpath at gate to Footpath
WTIKSTMI38 looking south east

Drawing Ref: Figure 9
Taken on: 18.06.2026
Weather: Clear

Photograph
Camera & lens: Nikon D610 FFS, 50mm
Camera Height: 1.5m
Direction of view: Looking south towards CD Site 243
Approximate distance to site: 58m to CD Site 243



ASVP 10: From road junction looking north

Drawing Ref: Figure 10
Taken on: 18.06.2026
Weather: Clear

Photograph
Camera & lens: Nikon D610 FFS, 50mm
Camera Height: 1.5m
Direction of view: Looking north towards CD Site 243
Approximate distance to site: 4m to CD Site 243

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.