

Green Hill Solar Farm

EN010170

North Northamptonshire Local Highways Glint and Glare

Prepared by: Lanpro Services

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Infrastructure Planning (Examination Procedure) Rules 2010

Rules 8(1)(e)

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1. Introduction

This document is an addendum to **ES Chapter 15 Glint and Glare [APP-052]**. This Addendum report should be read in conjunction with ES Chapter 15 Glint and Glare [APP-052]. This Addendum supplements and updates certain elements of the ES Chapter and does not replace it.

The Addendum has been prepared to respond to comments from Issue Specific Hearings 1 [EV-010] and 2 regarding the following:

- The potential impact of glint and glare from the Scheme towards local roads within the jurisdiction of North Northamptonshire Council (NNC).

2. Consultation

Following a meeting with the Highways Officer at NNC (18/12/2025), it was agreed that local roads will be reviewed following this process:

- Identify local roads adjacent to the proposed solar panels.
- Undertake a screening process to consider the visibility along the road in terms of topography of the local area and existing screening.
- Where the screening indicates potential line of sight to road vehicle drivers, undertake a modelling assessment to assess total predicted glare towards road users.

3. Screening Process

3.1 Road Selection

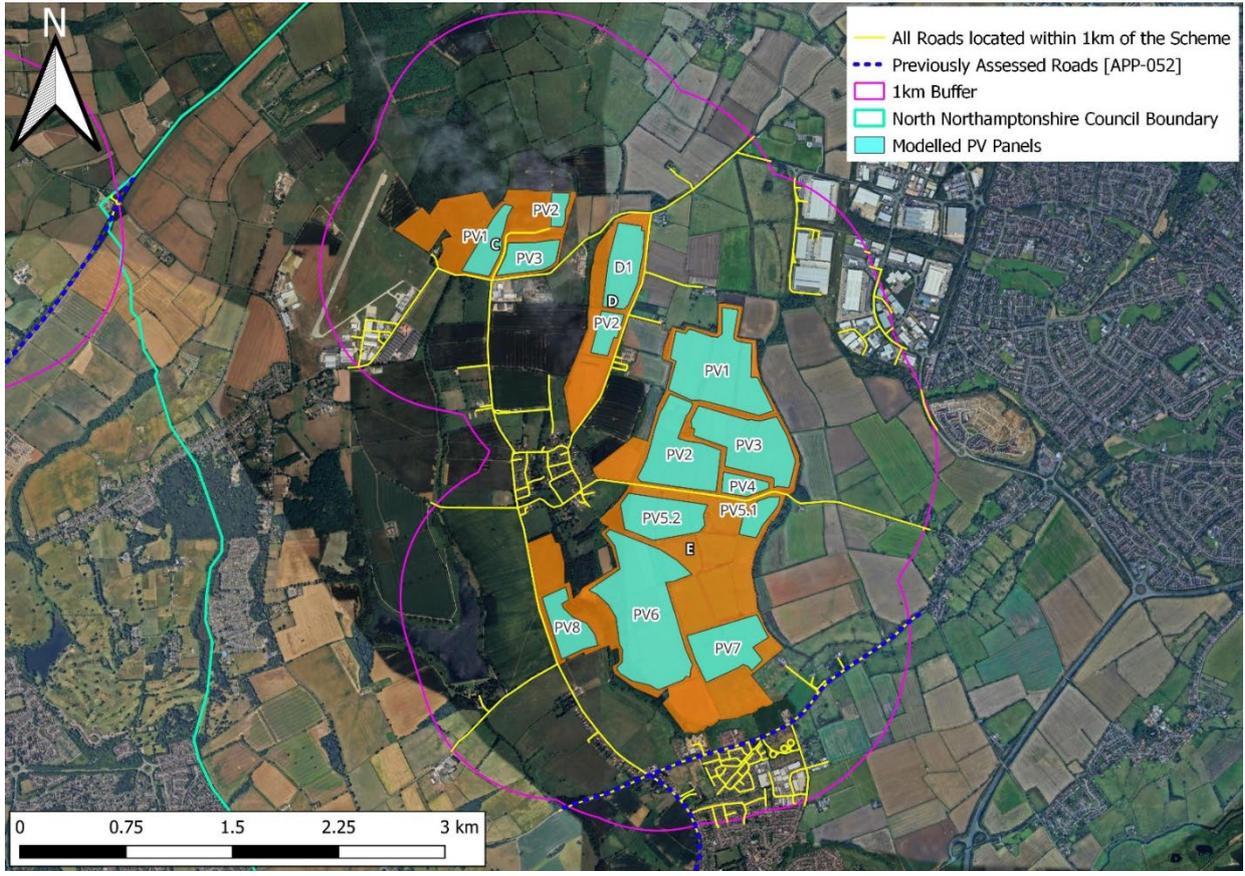
Arthian has reviewed the local road network within 1km of the Scheme and within NNC boundaries. This is shown in Figure 3.1 for Green Hill C, Green Hill D, and Green Hill E, and in Figure 3.2 for Green Hill F.

In general, receptors that are located closer to solar arrays are susceptible to higher predicted quantities of glare. In agreement with NNC, the screening process has therefore focussed on local roads adjacent to the boundaries with proposed solar arrays.

The roads selected for further screening are shown in Figure 3.3 and Figure 3.4.

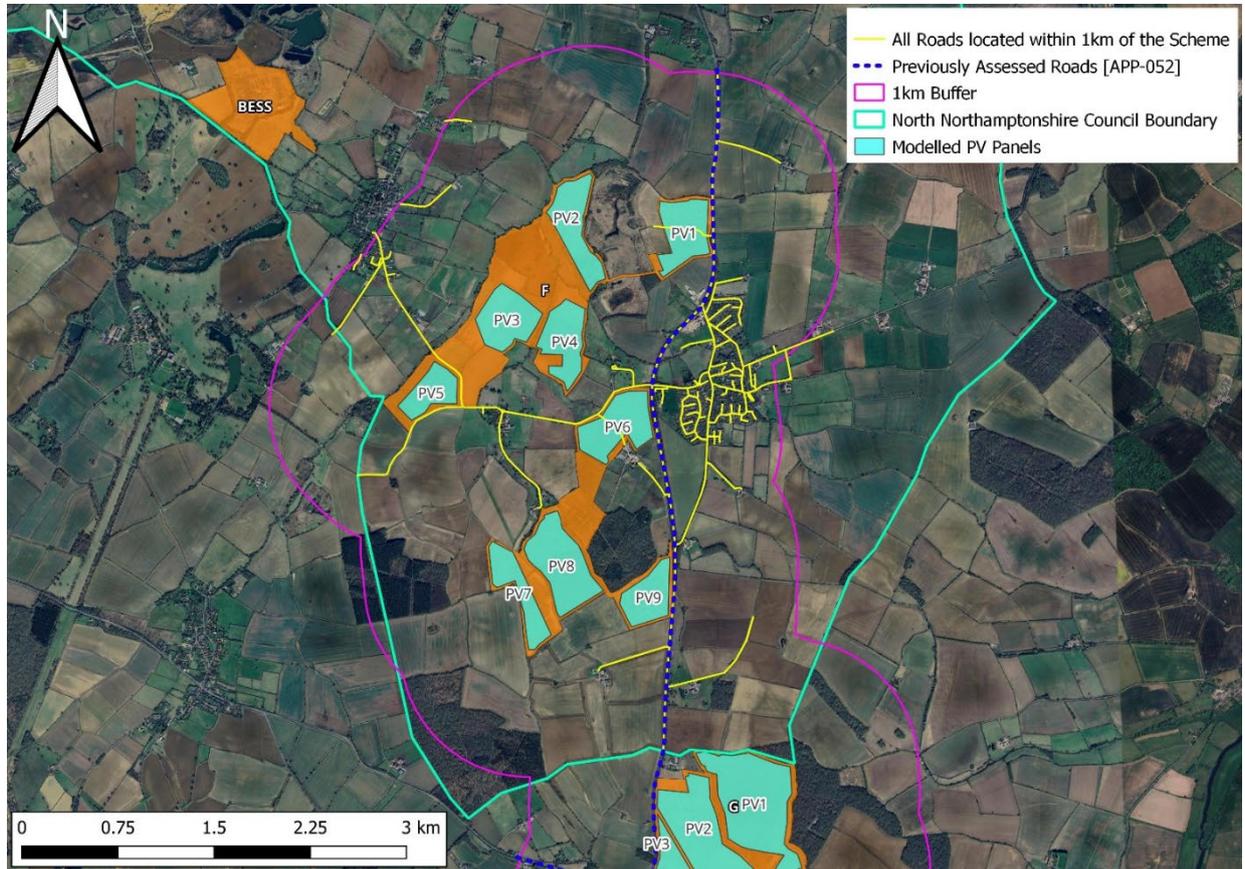


Figure 3.1: Road Network within 1km of Green Hill C, D, and E within NNC Boundaries



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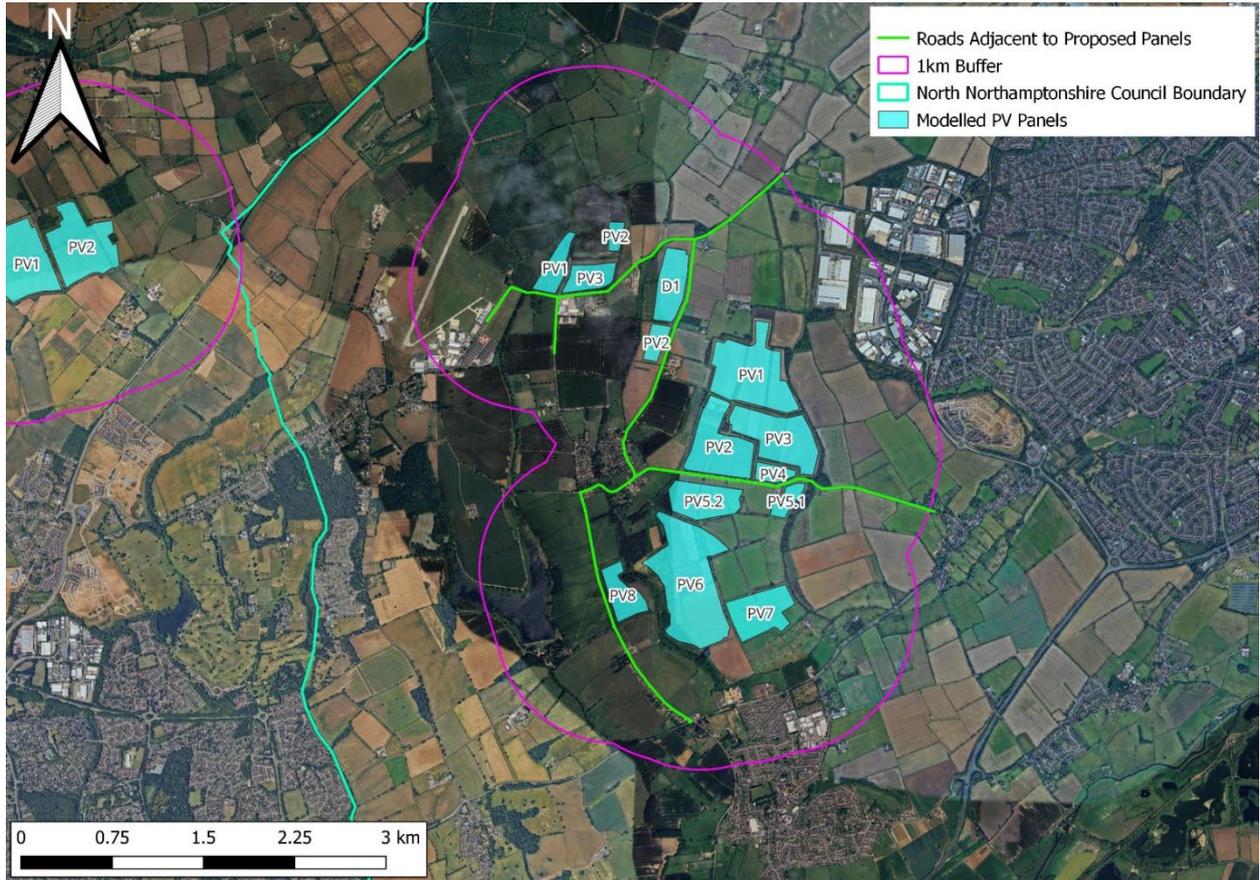
Figure 3.2: Road Network within 1km of Green Hill F within NNC Boundaries



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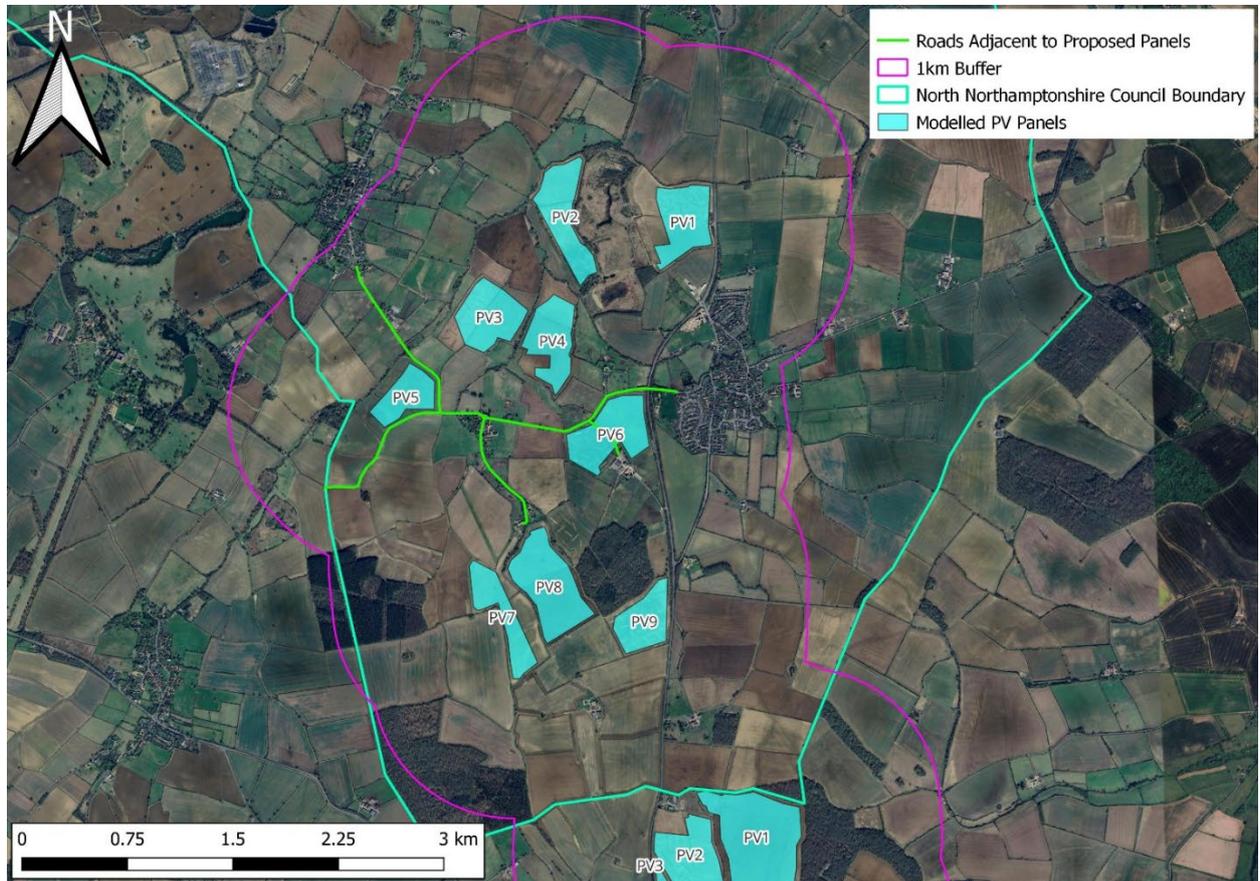


Figure 3.3: Roads closest to Green Hill C, Green Hill D, and Green Hill E



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Figure 3.4: Roads closest to Green Hill F



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3.2 Local Topography

To determine whether users of local roads have a potential line of sight towards the arrays, the Zone of Theoretical Visibility (ZTV) maps have been reviewed for each Site within NNC boundaries (Green Hill C, Green Hill D, Green Hill E, and Green Hill F) [REP2-011 to REP2-019].

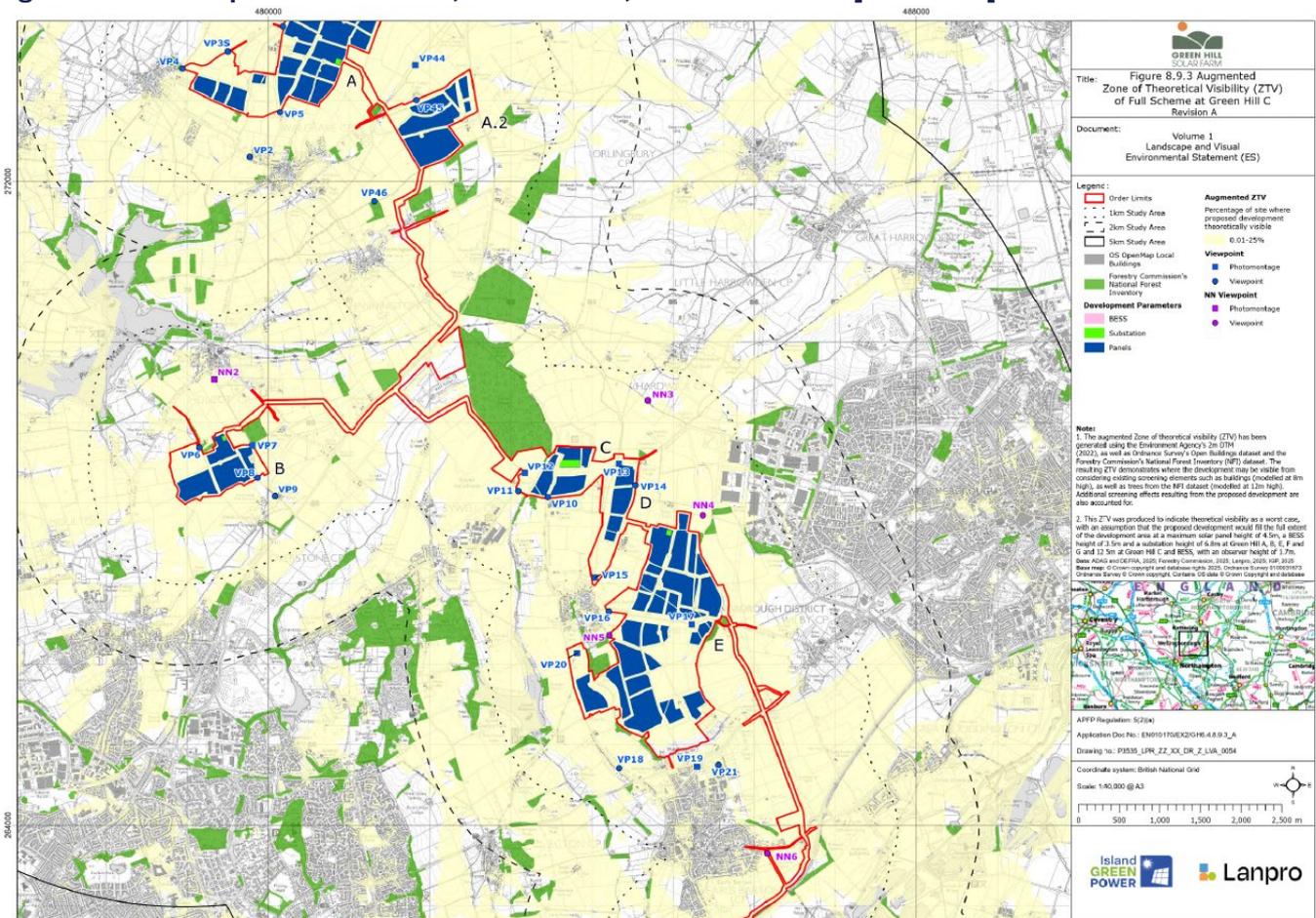
ZTV maps are computer-generated maps that illustrate the areas from which the Scheme may be visible, based on topographical data. The ZTV maps below consider whether visibility is possible of the entire Scheme, rather than one Site only.

It is noted that as well as examining topography, the ZTV maps also consider data from both OS OpenMap Local Buildings and Forestry Commission’s National Forest Inventory when determining whether line of sight is possible.

However, the ZTV maps do not include existing vegetation that is not registered within the Forestry Commission’s National Forest Inventory, such as hedgerows or minor woodland.

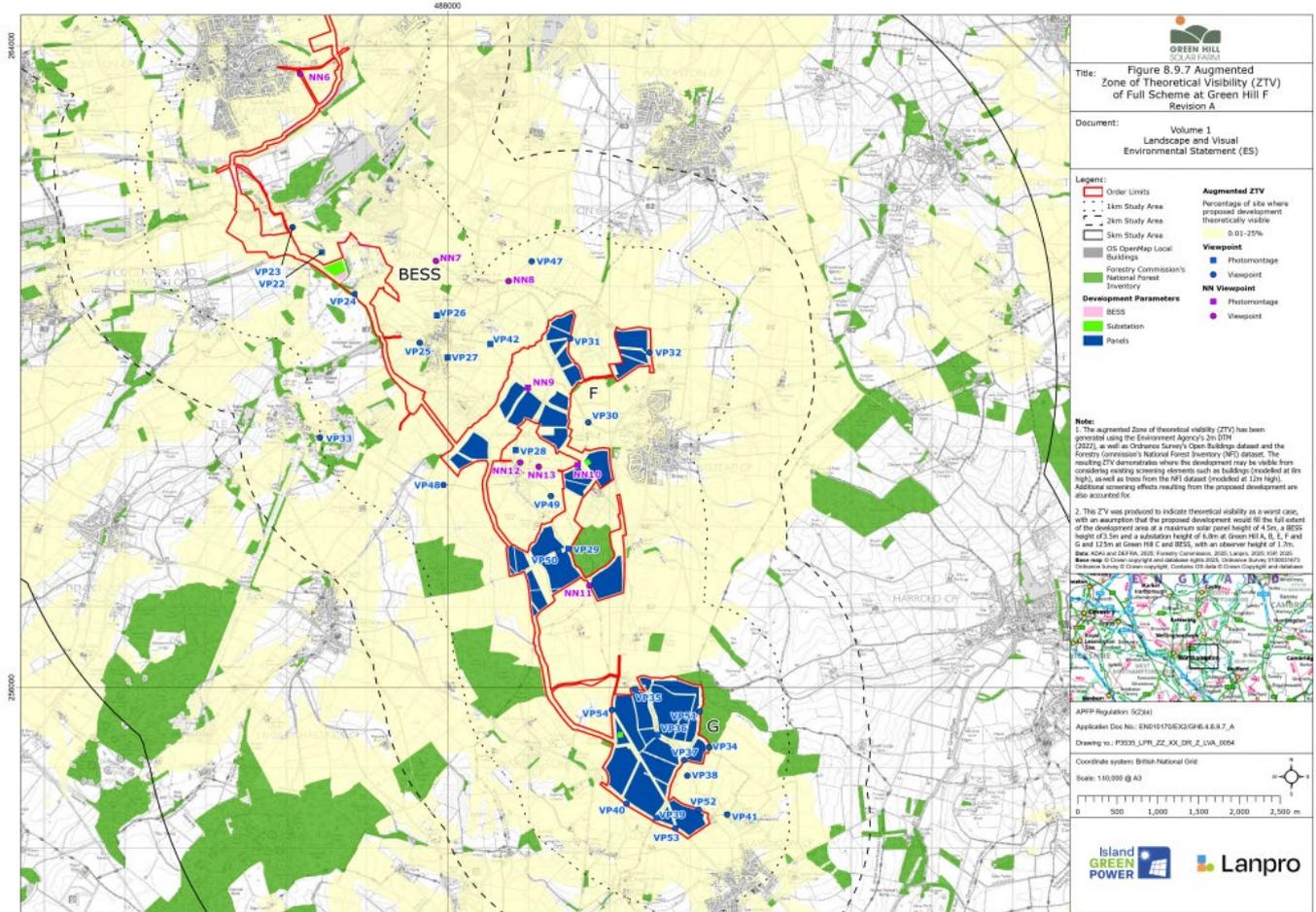
The ZTV map for Green Hill C, Green Hill D, and Green Hill E is shown in Figure 3.5, and the ZTV map for Green Hill F is shown in Figure 3.6.

Figure 3.5: ZTV Map for Green Hill C, Green Hill D, and Green Hill E [REP2-011]



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Figure 3.6: ZTV Map for Green Hill F [REP2-019]



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The ZTV maps indicate that most roads adjacent to the proposed panels have line of sight towards the Scheme.

3.3 Existing Vegetation

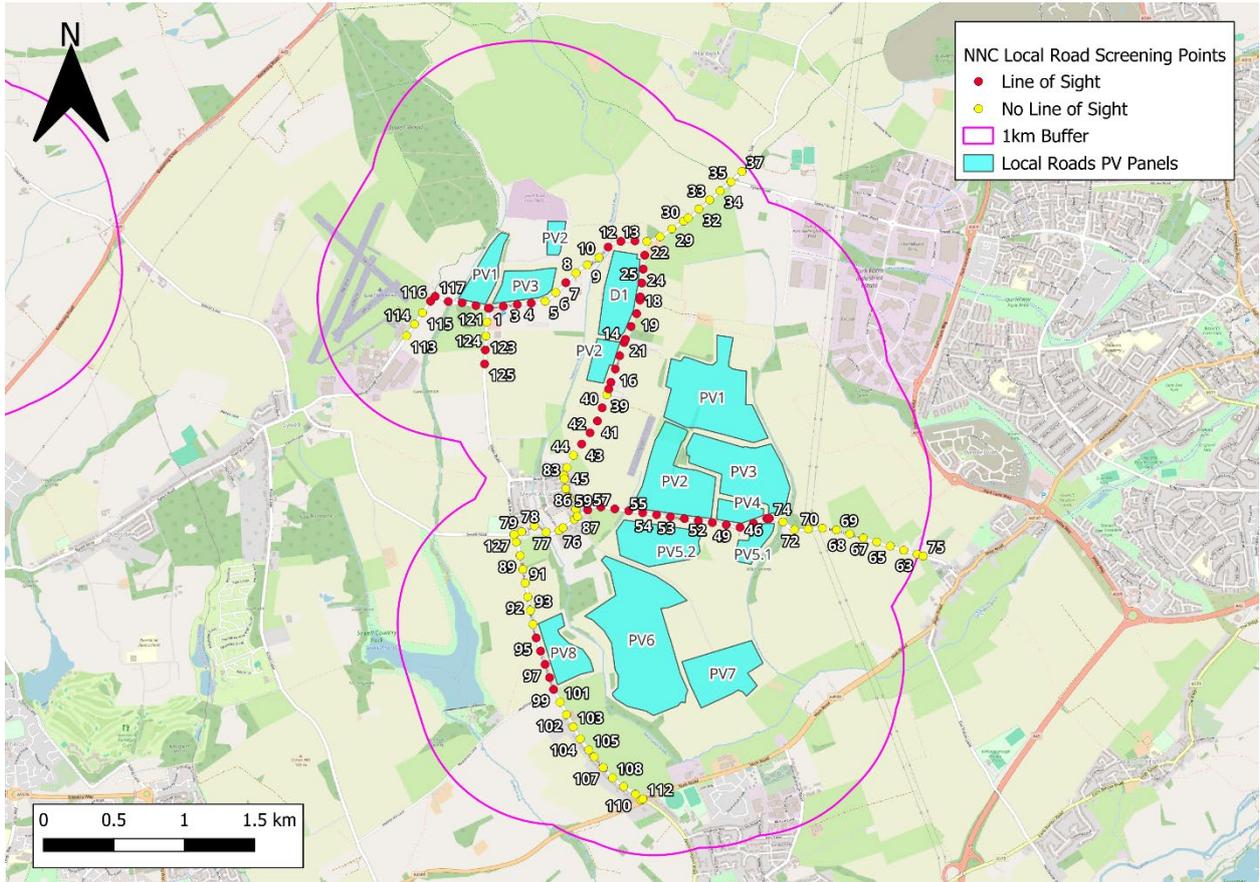
As agreed with NNC, Arthian has undertaken a review of existing screening in the form of vegetation along local roads adjacent to proposed panels.

This has been conducted by reviewing street view and satellite imagery. Where possible, imagery from winter months has been reviewed, where vegetation is expected to be most sparse and therefore less efficient at providing screening between road users and the proposed solar arrays.

To review the existing vegetation, points have been plotted at approximate 100m intervals along the identified roads shown in Figure 3.3 and Figure 3.4. Street view imagery has been reviewed at each point to identify whether there are obstructions, such as existing hedgerows, between the road and the proposed arrays.

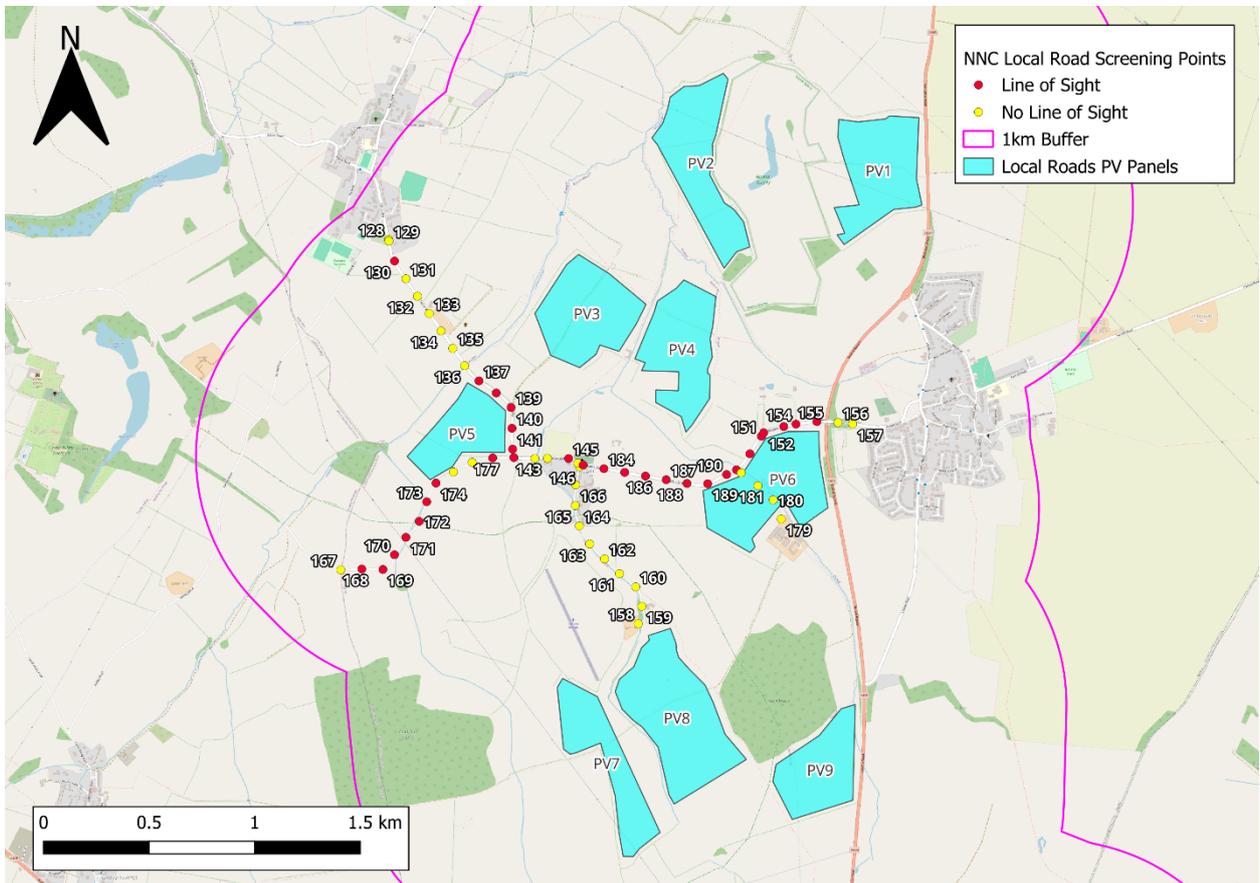
A total of 190 points have been reviewed. The imagery at each point is presented in Appendix A, and the results are illustrated in Figure 3.7 and Figure 3.8, where the **red** points identify sections of the road without existing screening. It is noted that points 179-182 and 158 are not considered further within the assessment as are private driveways.

Figure 3.7: Identified Points for Green Hill C, D, and E



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Figure 3.8: Identified Points for Green Hill F



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4. Roads Modelling – Receptor Identification

Based on the screening review, it is the following road sections have been included within the modelling assessment:

- Green Hill C, D, and E
 - Moonshine Gap (375m section between points 1-5; 100m section around point 7, 300m section between points 11-13).
 - Highfield Road (1km section between points 23 and 60, 300m section between points 40-43)
 - Wilby Road (1.4km section between points 46-59 and 74).
 - Earls Barton Road (550m section between points 94 and 101).
 - Sywell Road (450m section between points 116-121).
 - Glebe Road (200m section around points 124 and 125).
- Green Hill F
 - Easton Way (100m section around point 130; 450m section from points 137-142, 100m section around point 145).
 - Unmarked lane, west of Easton Way (600m section from points 168-174, 100m section east of point 177).
 - Easton Lane (1.2km section between points 149-155 and 183-190).

These have been summarised below in Table 4.1, and illustrated in Figure 4.1 to Figure 4.3.

In line with guidance, a field-of-view (FOV) of 100° has been applied (50° view angle to left and right). According to research, glare outside this FOV is mitigated. Furthermore, as a worst-case approach, modelled observation points (which do not include the field of view of the drivers) have been included along the road length at approximate 100m intervals. These receptors have been modelled as Observation Points (OPs). Each modelled observation point has been modelled at an additional 1.5m above ground level to represent the eye level of a standard height road user.

Table 4.1: Modelled Local Roads

Route	Associated Roads	Associated Points	Route	Associated Roads	Associated Points
Route 1	Moonshine Gap	1-4, 116-120	Route 7	Earls Barton Road	95-99
Route 2	Glebe Road	124-125	Route 8	Easton Way	130
Route 3	Moonshine Gap	7	Route 9	Easton Way to Unnamed Road	137-142, 177
Route 4	Moonshine Gap	11-13	Route 10	Unnamed Road	168-174
Route 5	Highland Road	14-21, 23-26, 40-43	Route 11	Easton Way	145
Route 6	Wilby Road	46-59, 74	Route 12	Easton Lane	149-155, 183-190



Figure 4.1: Modelled Routes 1-6 nearby to Green Hill C, Green Hill D, and Green Hill E

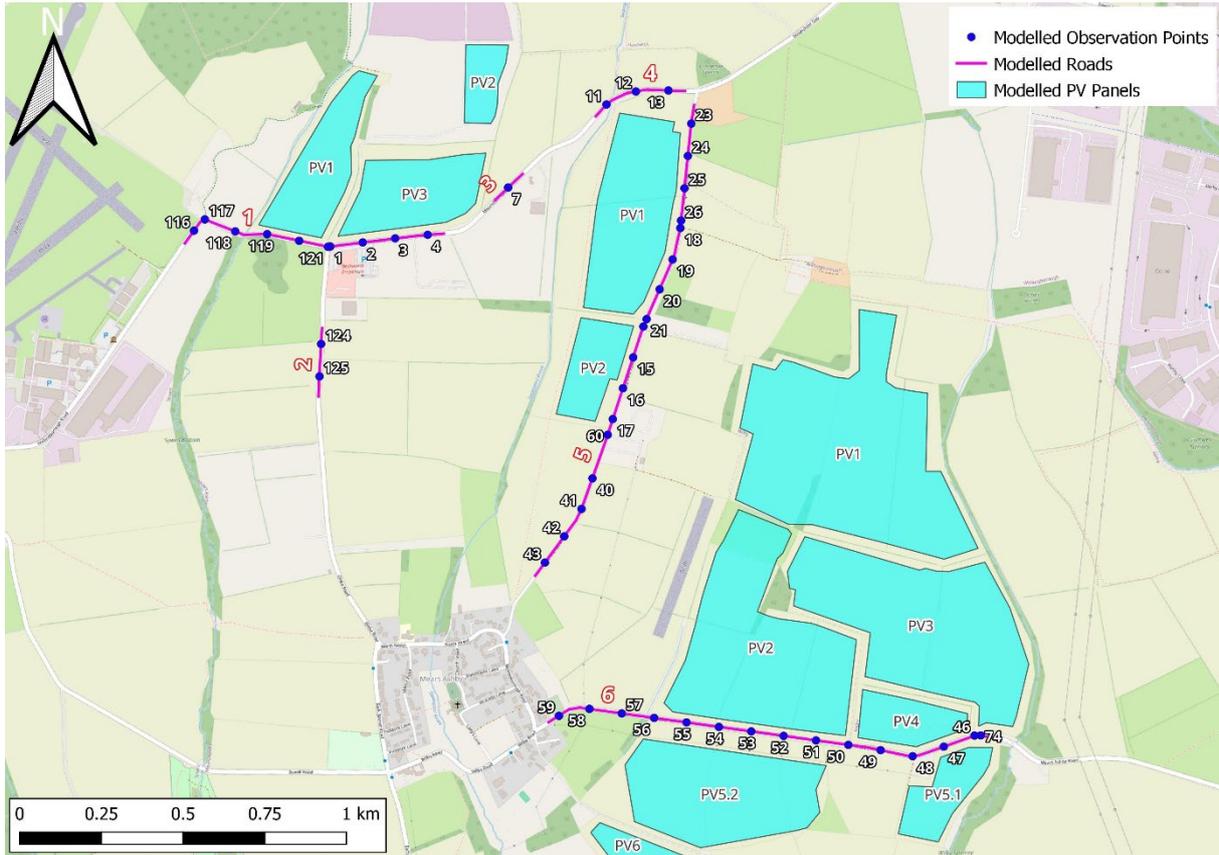


Figure 4.2: Modelled Routes 6-7 nearby to Green Hill C, Green Hill D, and Green Hill E

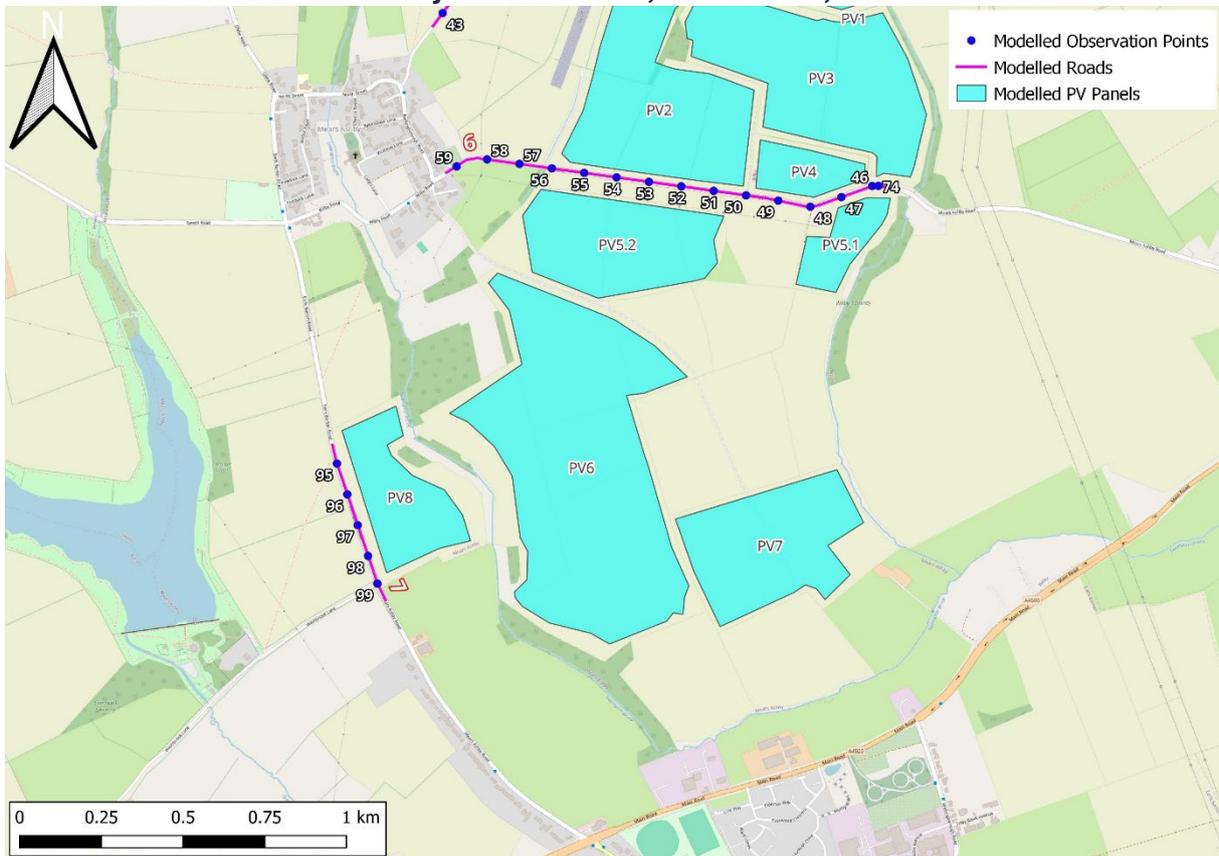
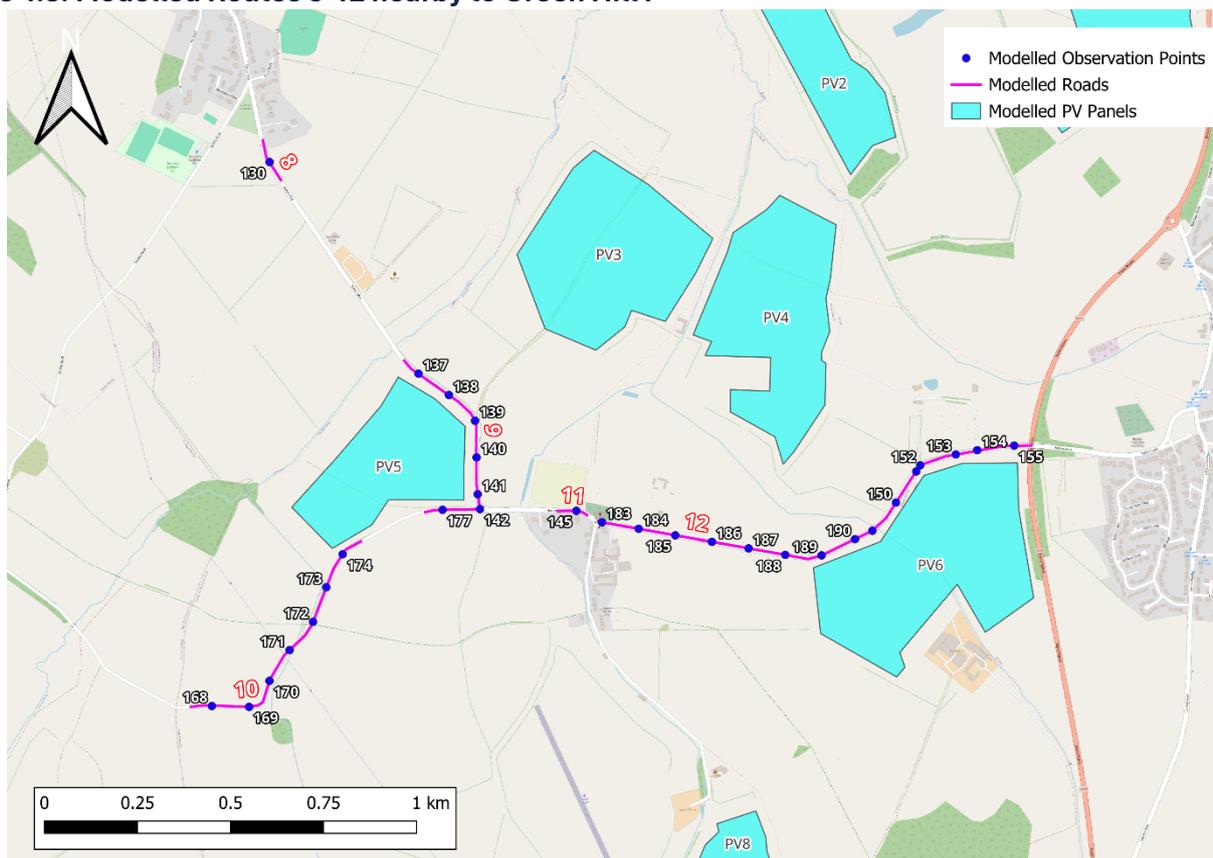


Figure 4.3: Modelled Routes 8-12 nearby to Green Hill F



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5. Roads Modelling Analysis

5.1 Route 1

5.1.1 Modelling

The modelling results are presented in Appendix B of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 1-4 and 116-120. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.1.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 1-4 and 116-120. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.1.2.

5.1.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Points 1-4 and 116-120. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide

Point 1

Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C and PV1 and PV2 Green Hill D. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV2 Green Hill C, and PV1 and PV2 Green Hill D.



Figure 5.1: Line of Sight from Point 1 Travelling East



Glare is predicted from Green Hill C PV1 from mid-April to late August between 17:00-20:30 for a maximum of 15 minutes per day. Glare is predicted from Green Hill C PV3 from early April to late August between 04:30-06:00 for a maximum of 5 minutes.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide with sunrise and sunset, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 1.
Point 2

Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C and PV1 and PV2 Green Hill D. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 and PV2 Green Hill C, and PV1 and PV2 Green Hill D.

Figure 5.2: Line of Sight from Point 2 Travelling East

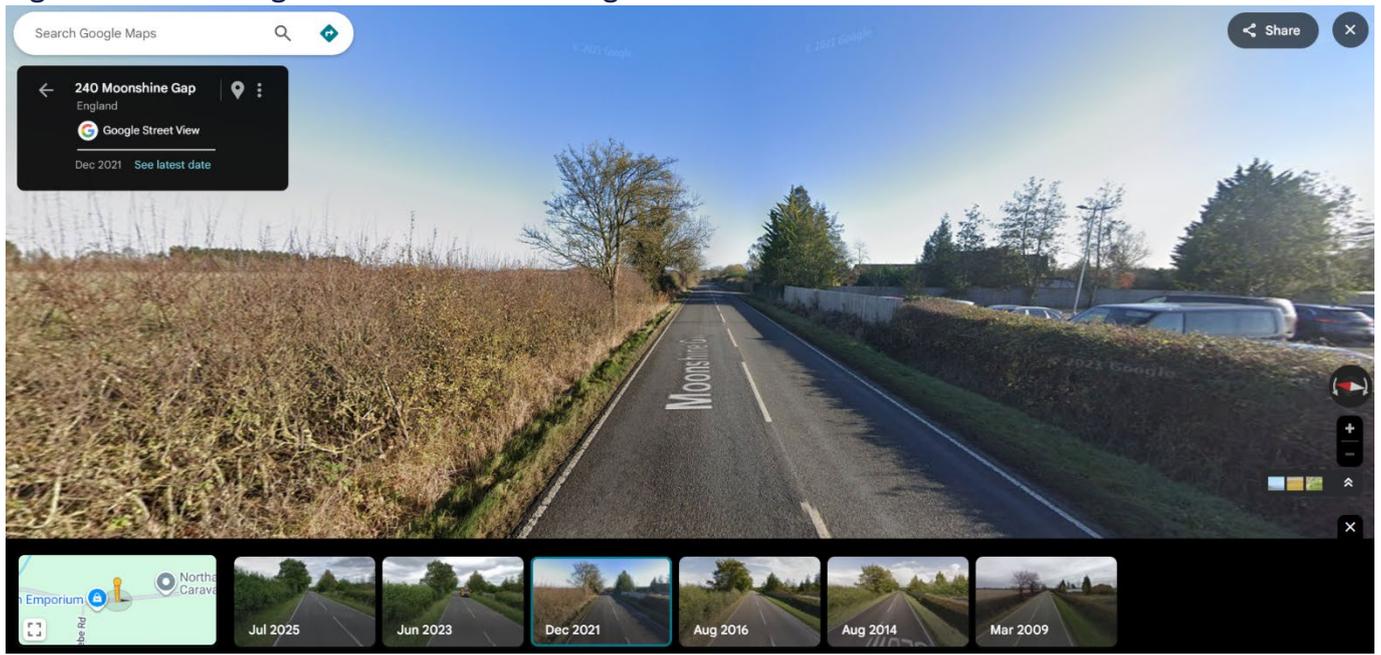
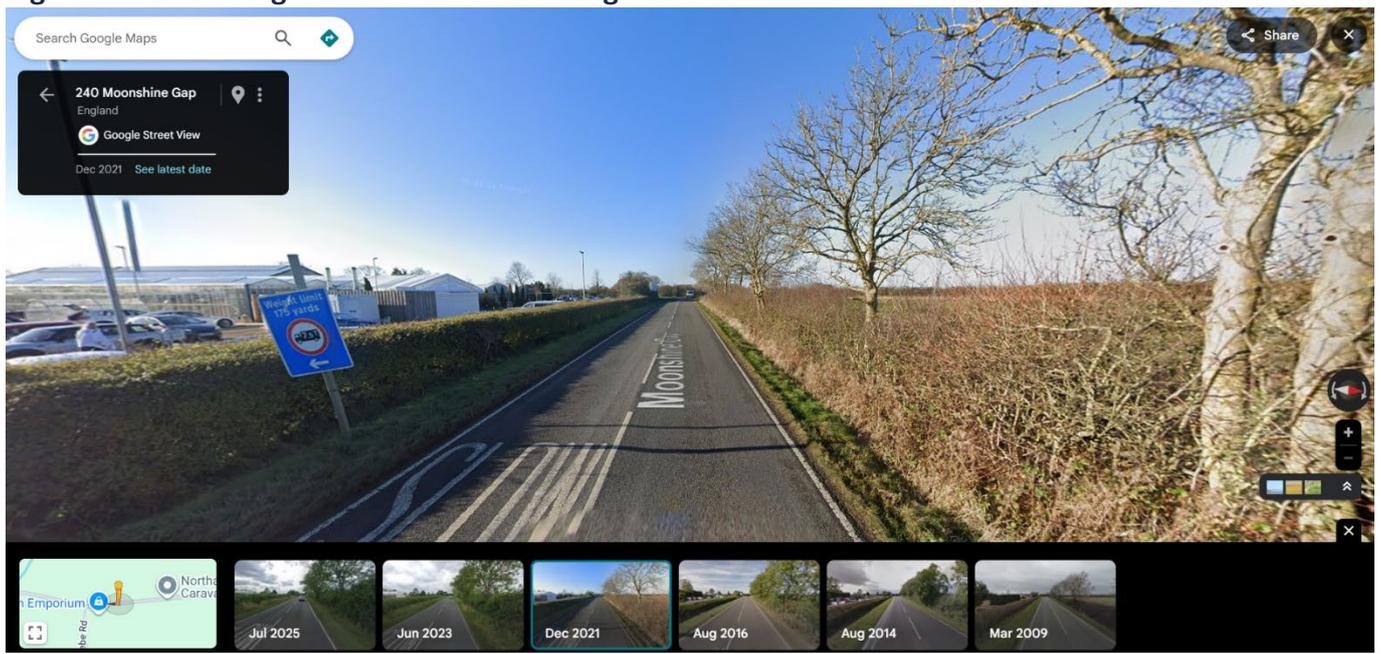


Figure 5.3: Line of Sight from Point 2 Travelling West



Glare is predicted from Green Hill C PV3 from late March to early September between 05:00-06:30 and 17:30-19:00 for a maximum of 35 minutes per day.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide with sunrise and sunset, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space.



Point 3

Unmitigated glare is predicted side the 50° FOV of road users from PV1 and PV3 Green Hill C and PV1 and PV2 Green Hill D. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 and PV3 Green Hill C, and PV1 and PV2 Green Hill D.

As such, a maximum impact magnitude of 'low impact' may be classified from PV1 and PV3 Green Hill C and PV1 and PV2 Green Hill D.

Figure 5.4: Line of Sight from Point 3 Travelling East

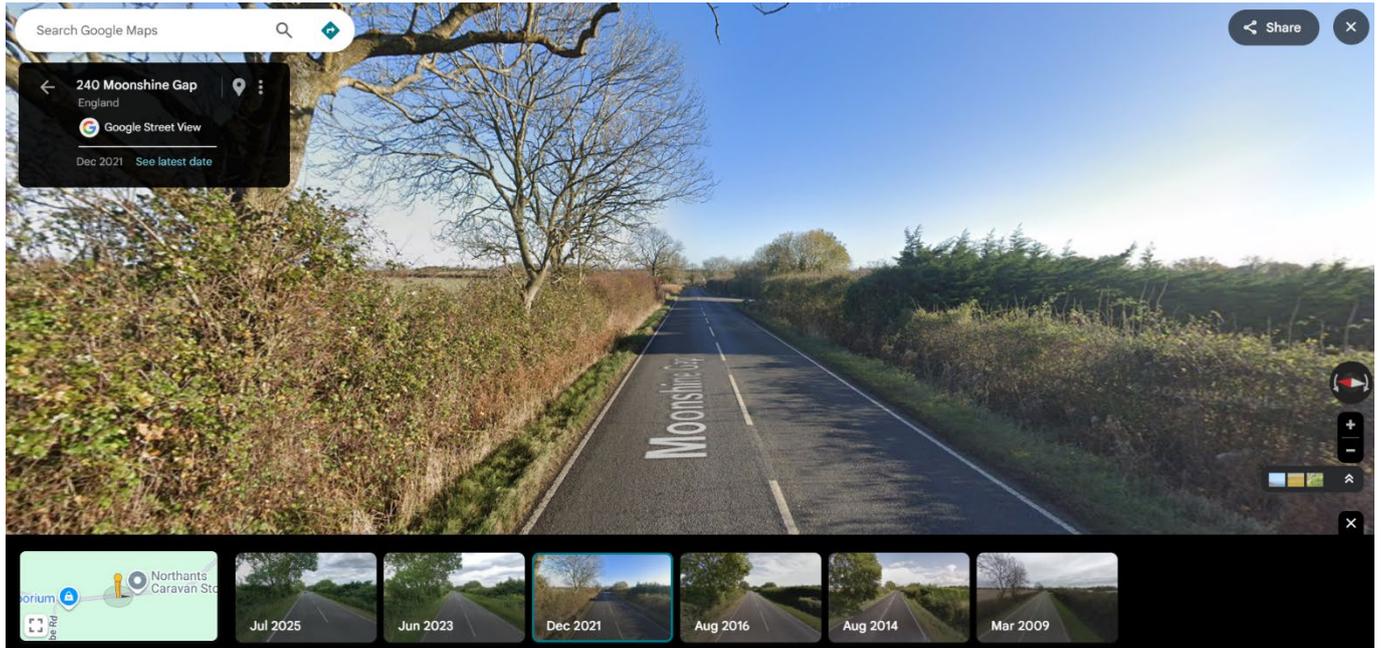
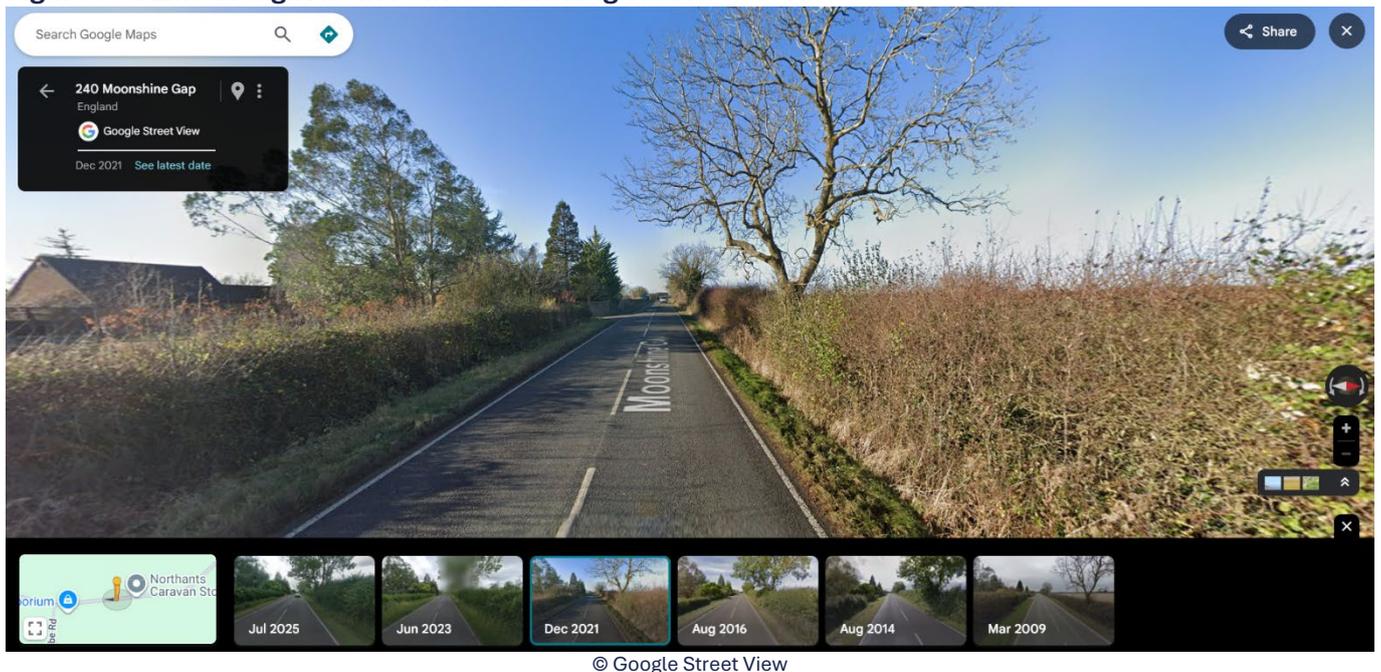


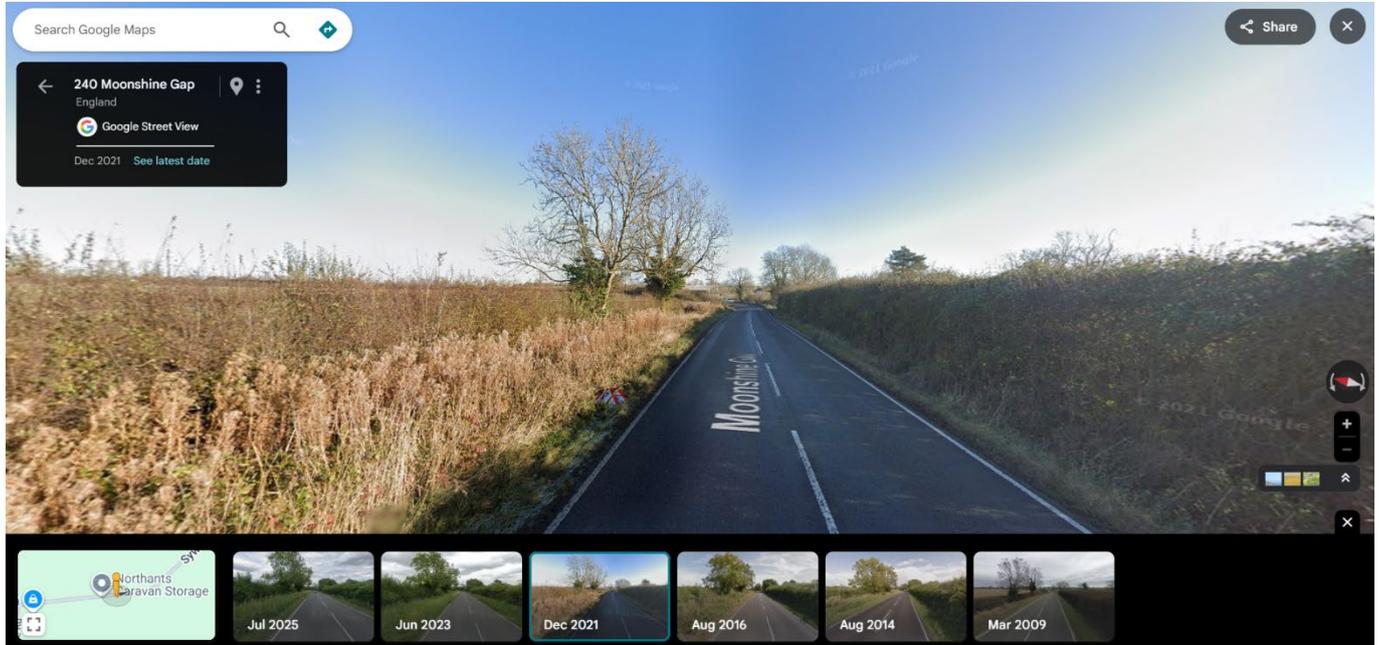
Figure 5.5: Line of Sight from Point 3 Travelling West



Point 4

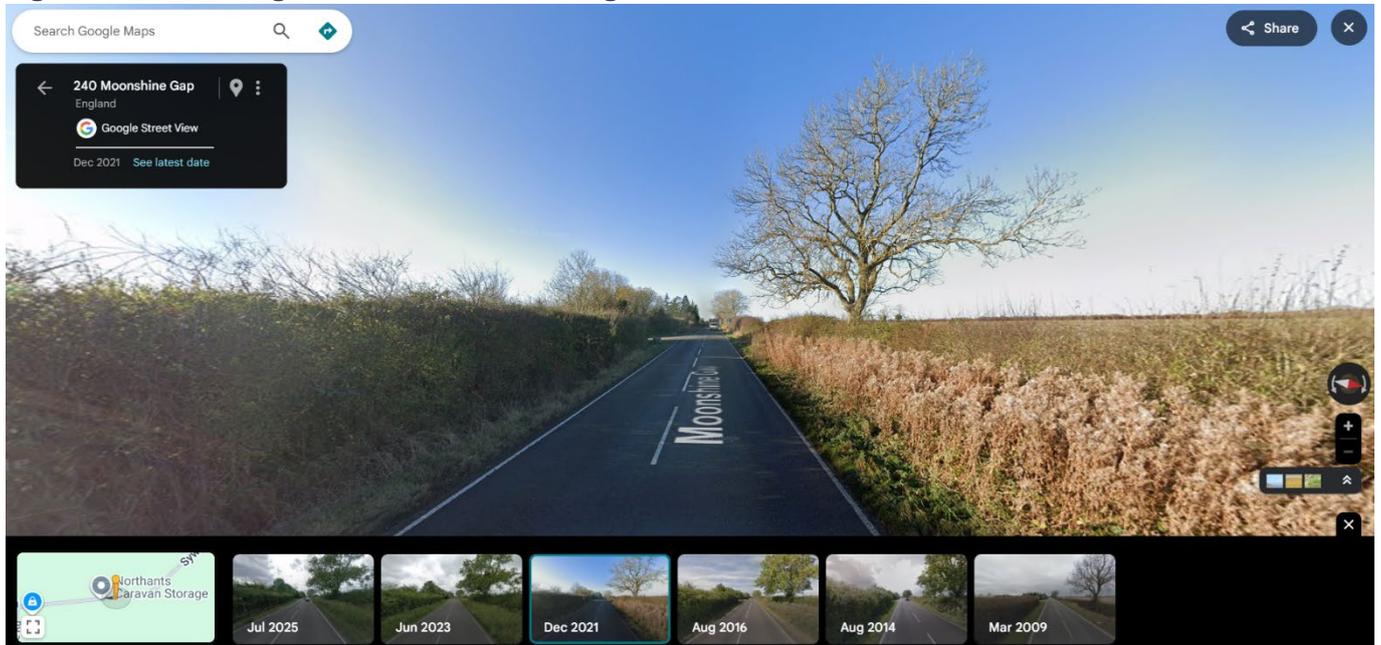
Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill C and PV1 and PV2 Green Hill D. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 and PV3 Green Hill C, and PV1 and PV2 Green Hill D.

Figure 5.6: Line of Sight from Point 4 Travelling East



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Figure 5.7: Line of Sight from Point 4 Travelling West



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Glare is predicted from Green Hill C PV3 from late March to early September between 18:00-19:00 for a maximum of 20 minutes per day.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide

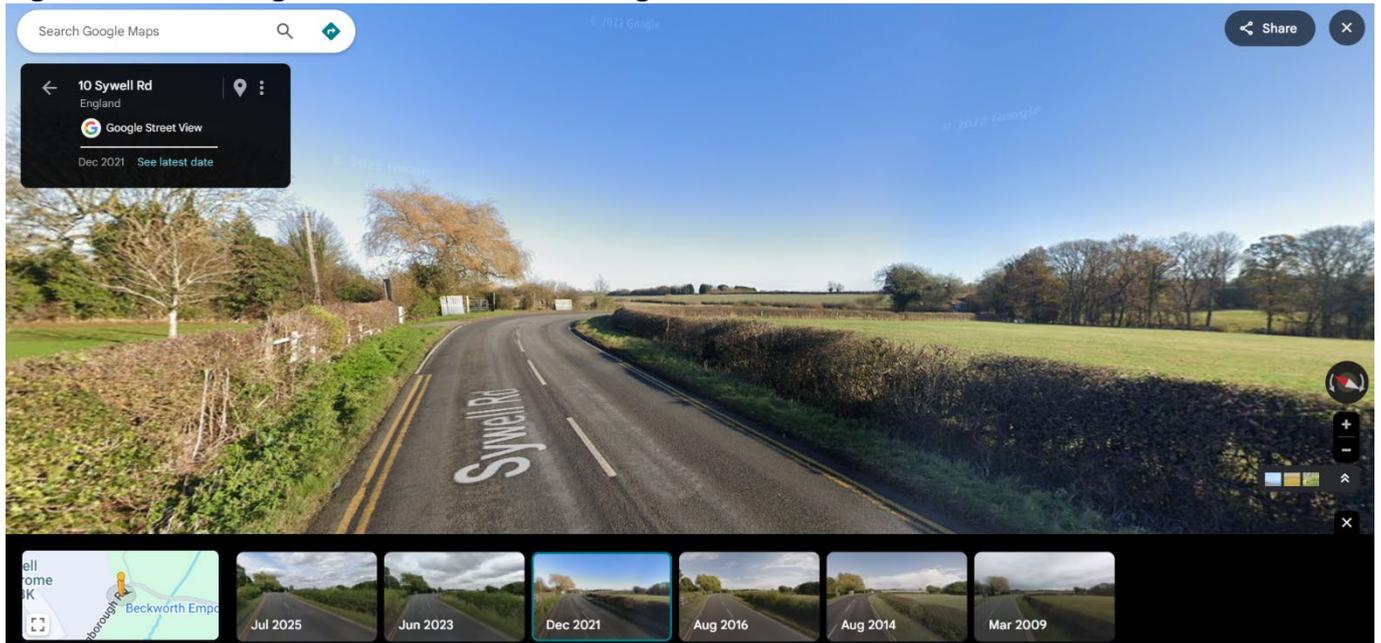


with sunset, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space. As such, a maximum impact magnitude of 'low impact' may be classified from PV1 and PV3 Green Hill C and PV1 and PV2 Green Hill D.

Point 116

Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C. Intervening topography is expected to obstruct line of site between road users and PV2 and PV3 Green Hill C.

Figure 5.8: Line of Sight from Point 116 Travelling North



Glare is predicted from Green Hill C PV1 from late March to early September between 18:00-19:00 for a maximum of 20 minutes per day.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide with sunset, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space.

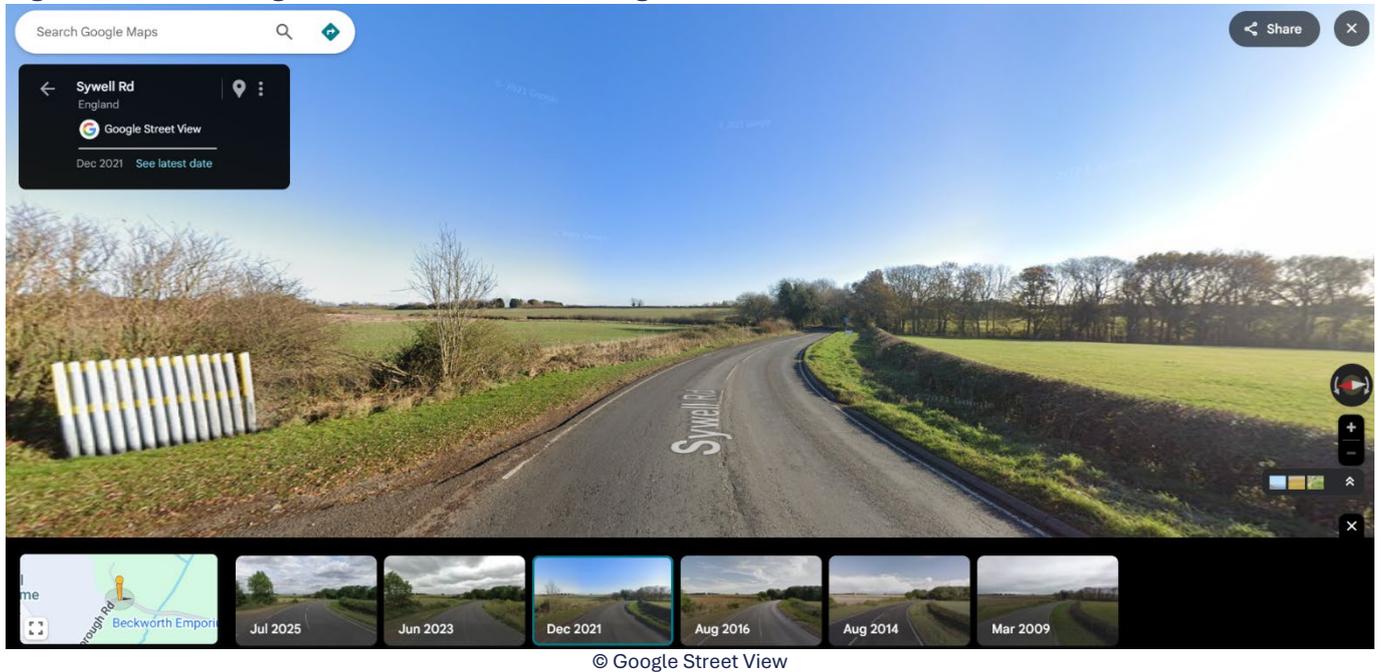
As such, a maximum impact magnitude of 'low impact' may be classified from PV1 and PV3 Green Hill C and PV1 and PV2 Green Hill D.



Point 117

Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C. Intervening topography is expected to obstruct line of site between road users and PV2 and PV3 Green Hill C.

Figure 5.9: Line of Sight from Point 117 Travelling North



Glare is predicted from Green Hill C PV1 from mid-March to early October between 03:30-07:00 for a maximum of 30 minutes per day.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide with sunrise, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space.

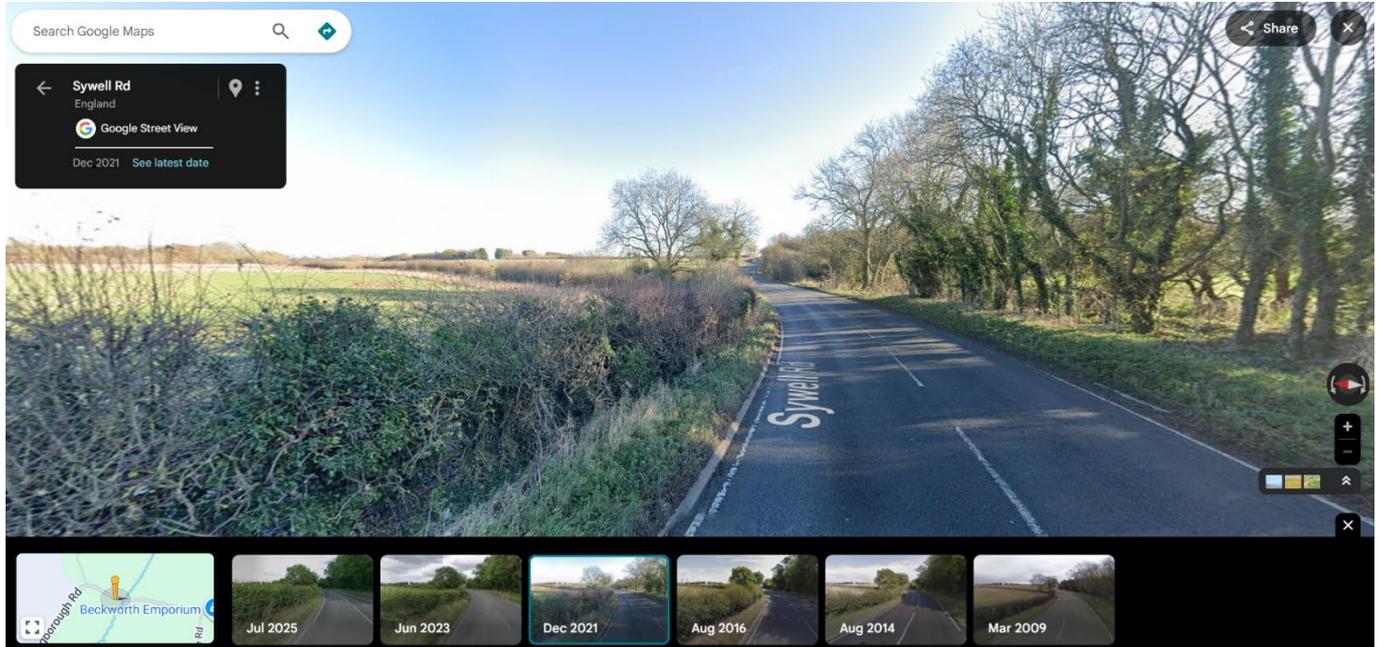
As such, a maximum impact magnitude of 'low impact' may be classified from PV1 and PV3 Green Hill C.



Point 118

Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C and PV1 and PV2 Green Hill D. Intervening topography and vegetation is expected to obstruct line of site between road users and PV2 to PV3 Green Hill C and PV1 and PV2 Green Hill D.

Figure 5.10: Line of Sight from Point 118 Travelling East



© Google Street View

Glare is predicted from Green Hill C PV1 from late March to early September between 03:30-06:30 for a maximum of 25 minutes per day.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide with sunrise, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space.

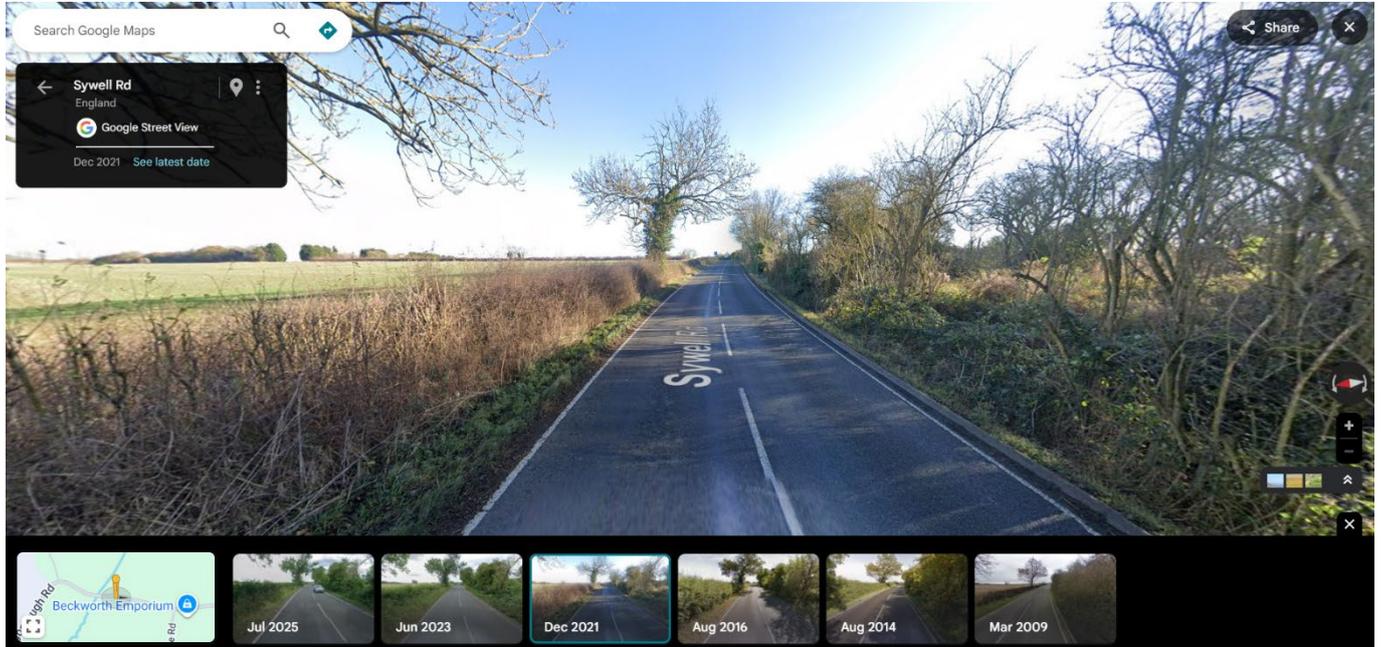
As such, a maximum impact magnitude of ‘low impact’ may be classified from PV1 to PV3 Green Hill C and PV1 and PV2 Green Hill D.



Point 119

Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C and PV1 and PV2 Green Hill D. Intervening topography and vegetation is expected to obstruct line of site between road users and PV2 to PV3 Green Hill C and PV1 and PV2 Green Hill D.

Figure 5.11: Line of Sight from Point 119 Travelling East



Glare is predicted from Green Hill C PV1 from early April to early September between 05:00-06:00 for a maximum of 15 minutes per day.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide with sunrise, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space.

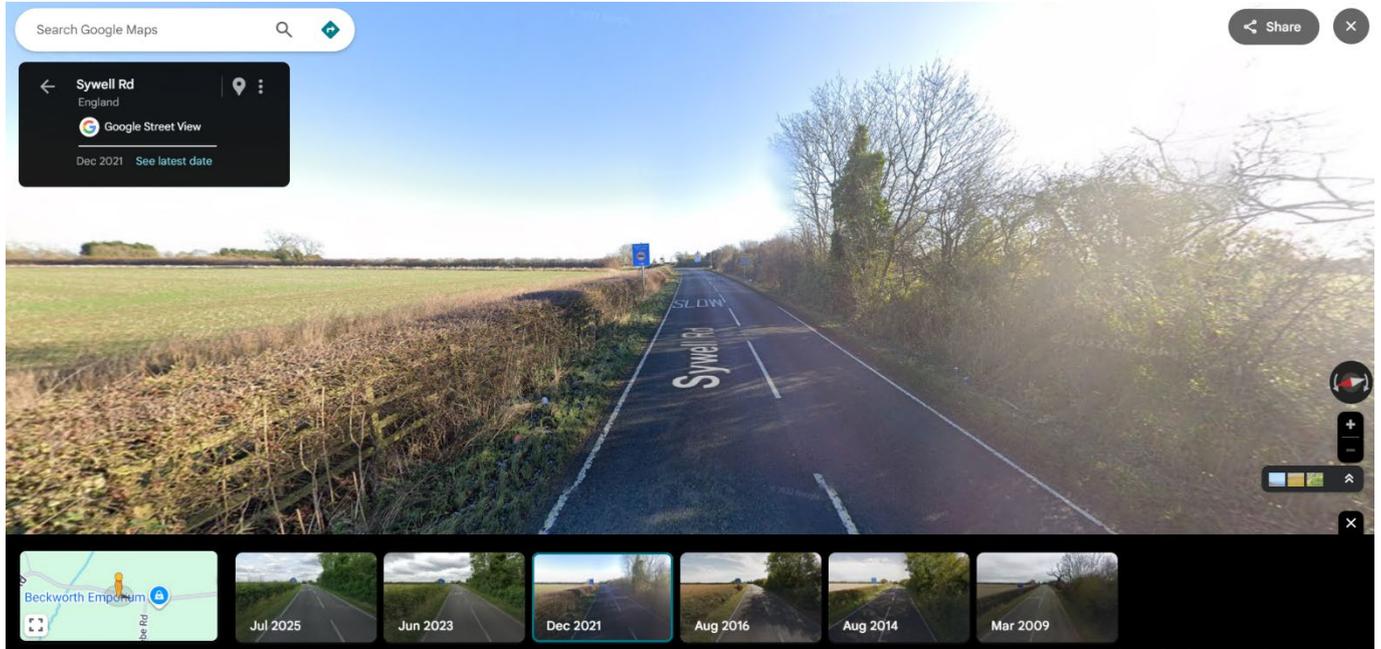
As such, a maximum impact magnitude of 'low impact' may be classified from PV1 to PV3 Green Hill C and PV1 and PV2 Green Hill D.



Point 120

Unmitigated glare is predicted side the 50° FOV of road users from PV1 and PV3 Green Hill C and PV1 and PV2 Green Hill D. Intervening topography and vegetation is expected to obstruct line of site between road users and PV3 Green Hill C and PV1 and PV2 Green Hill D.

Figure 5.12: Line of Sight from Point 120 Travelling East



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Glare is predicted from Green Hill C PV1 from late March to mid-September between 03:30-06:00 and 17:30-20:30 for a maximum of 35 minutes per day.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide with sunrise and sunset, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space.

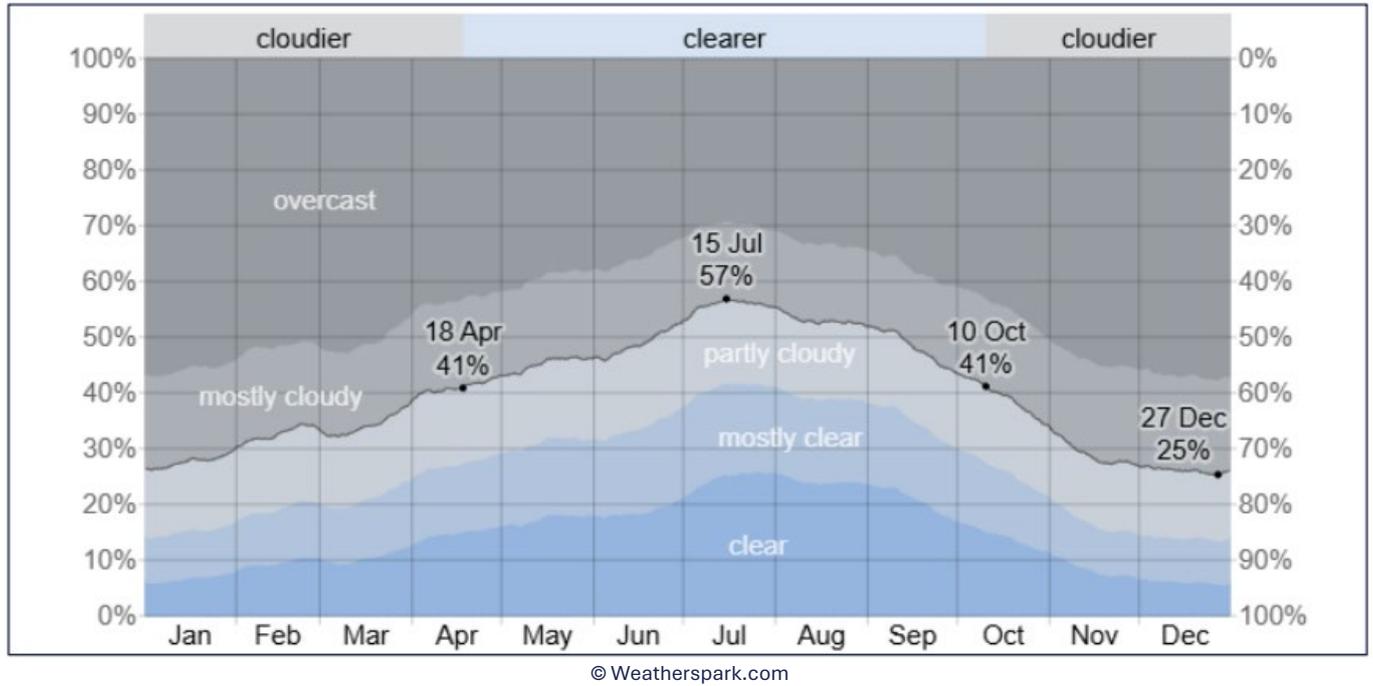
As such, a maximum impact magnitude of 'low impact' may be classified from PV1 and PV3 Green Hill C and PV1 and PV2 Green Hill D.



5.1.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Earls Barton (nearest weather data available) for 43-75% of the time, as shown in Figure 5.13. This would reduce the glare experienced along the local road.

Figure 5.13: Predicted Annual Cloud Cover in Earls Barton



Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 1.



5.1.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of local obstructions, time of day glare is predicted, and predicted annual cloud cover, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.1: Significance of Impact - Route 1

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
1	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
2	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
3	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
4	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
116	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
117	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
118	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
119	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
120	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)

5.2 Route 2

5.2.1 Modelling

The modelling results are presented in Appendix C of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘low impact’ may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance. As such, low impacts are predicted to occur at Points 124 and 125.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘low impact’ may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance. As such, low impacts are predicted to occur at Points 124 and 125.



5.2.2 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of the driver’s central field of view, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.2: Significance of Impact - Route 2

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
124	Low Impact	Low Impact
125	Low Impact	Low Impact

5.3 Route 3

5.3.1 Modelling

The modelling results are presented in Appendix D of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Point 7. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.3.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Point 7. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.3.2.

5.3.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Point 7. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide



Point 7

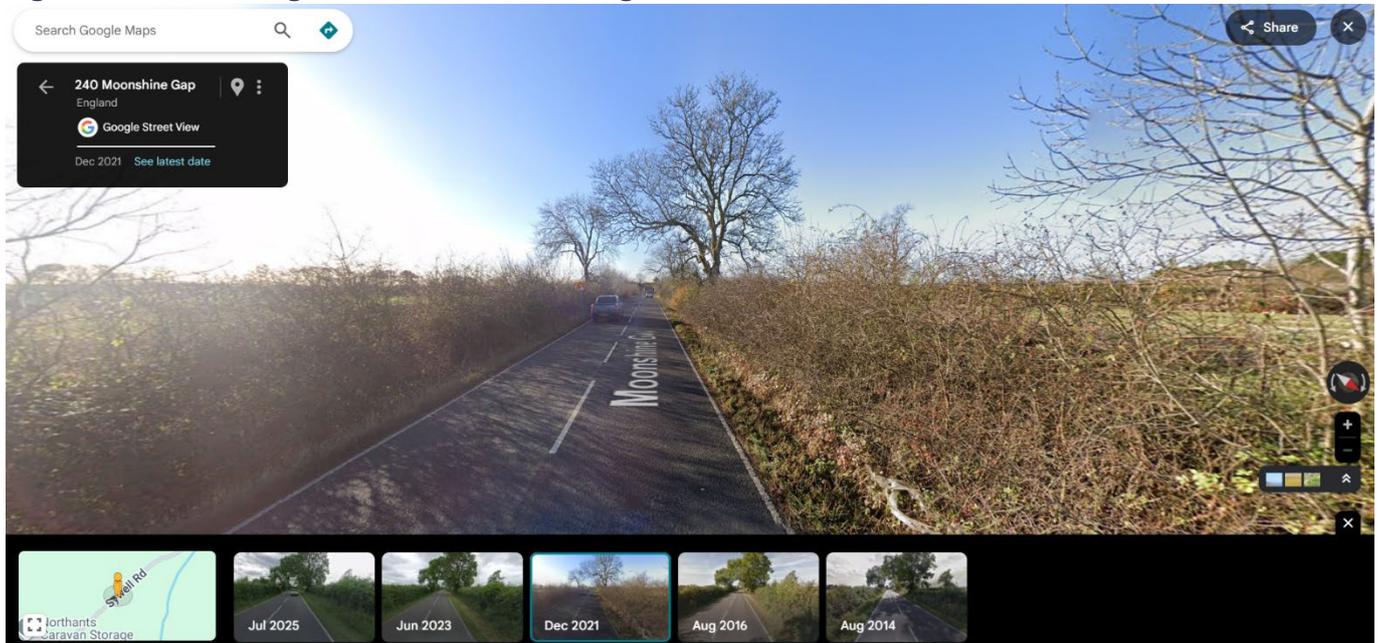
Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C and PV1 Green Hill D. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 and PV3 Green Hill C, and PV1 Green Hill D.

Figure 5.14: Line of Sight from Point 7 Travelling Northeast



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Figure 5.15: Line of Sight from Point 7 Travelling Southwest



© Google Street View

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 7.



5.3.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Earls Barton (nearest weather data available) for 43-75% of the time, as shown in Figure 5.13. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 3.

5.3.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of the driver’s central field of view, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.3: Significance of Impact - Route 3

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
7	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)

5.4 Route 4

5.4.1 Modelling

The modelling results are presented in Appendix E of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 11-13. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.4.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 11-13. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.4.2.

5.4.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Point 11-13. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide



Point 11

Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C and PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 to PV3 Green Hill C, and PV1 Green Hill E.

Figure 5.16: Line of Sight from Point 11 Travelling East

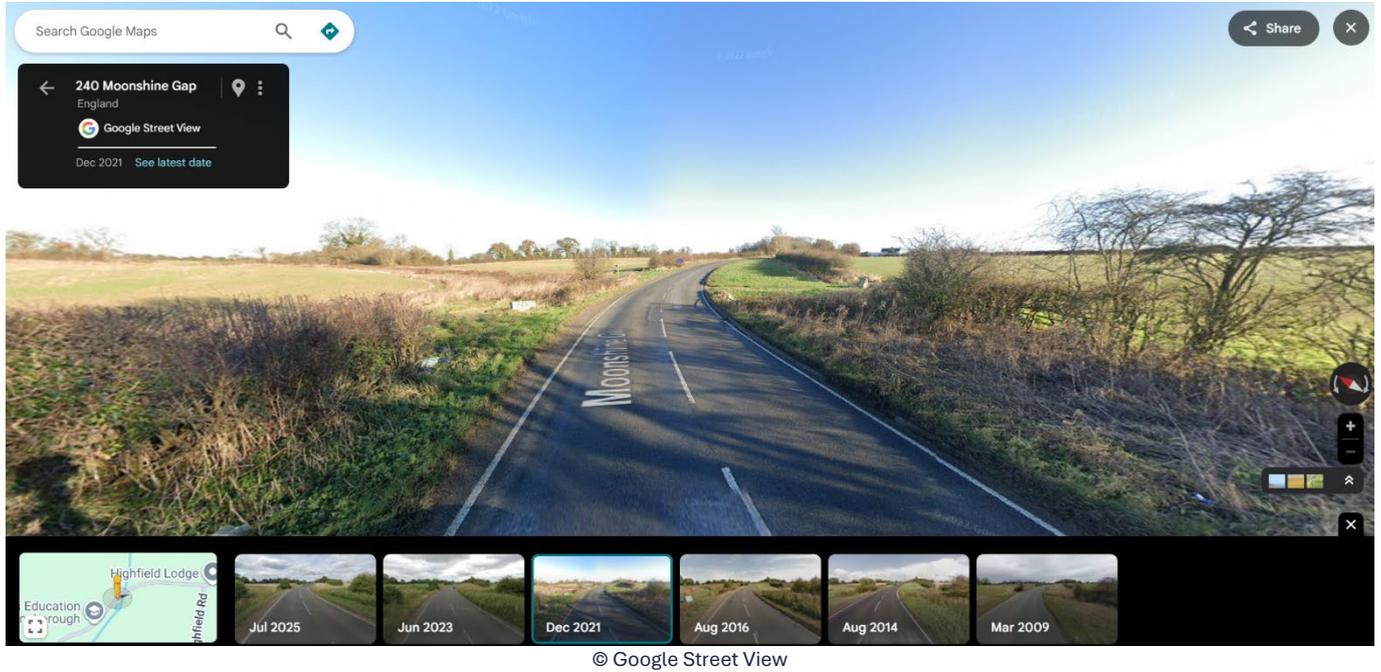


Figure 5.17: Line of Sight from Point 11 Travelling West



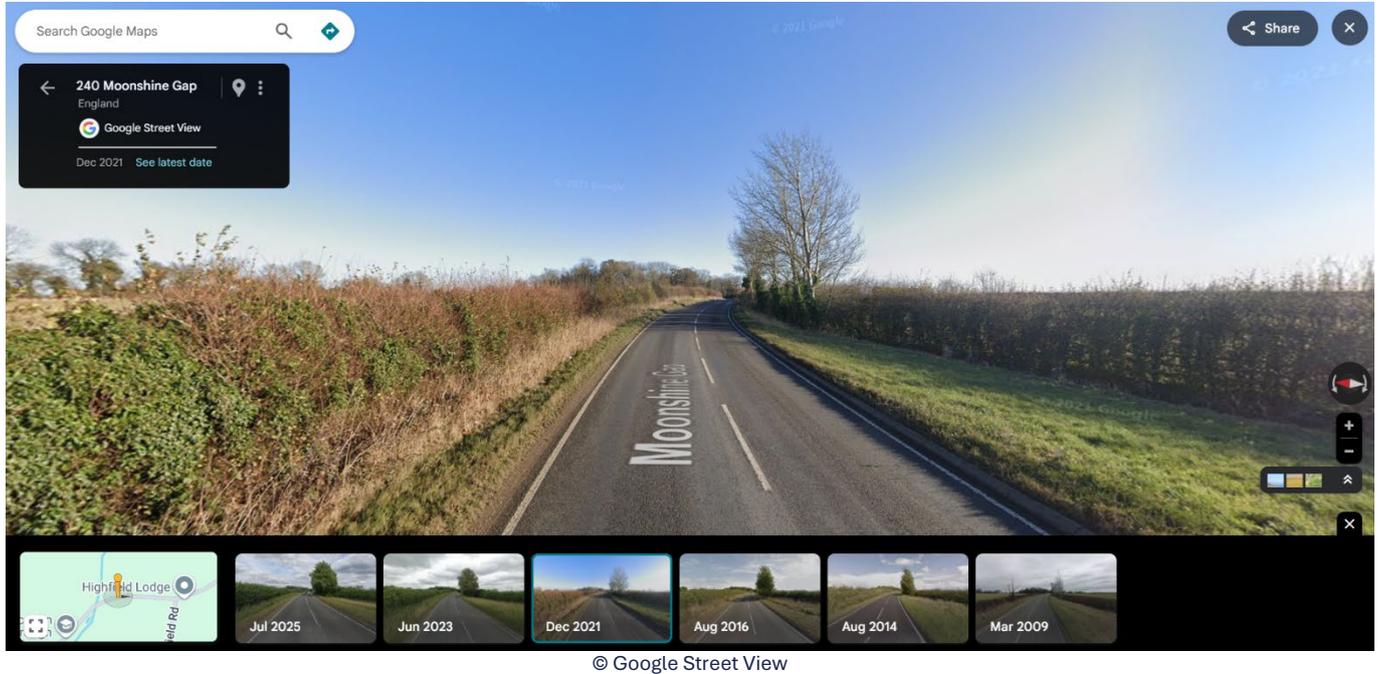
As such, a maximum impact magnitude of 'low impact' may be classified towards Point 11.



Point 12

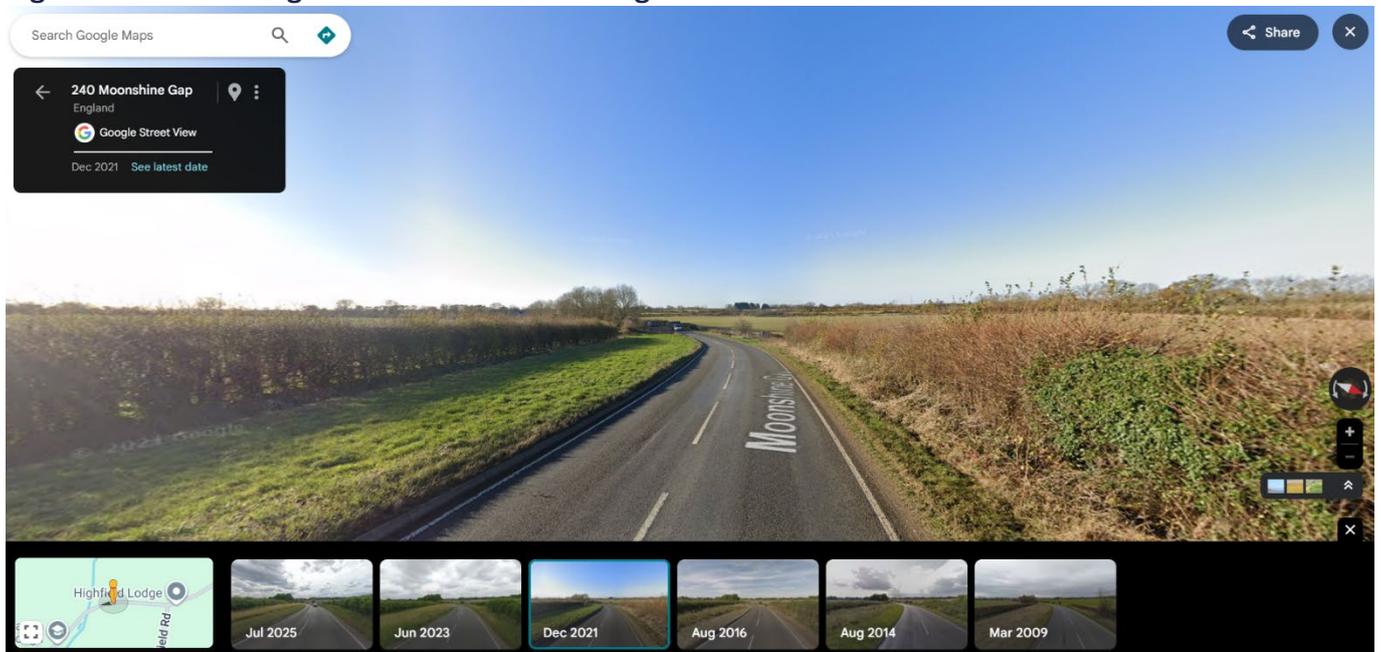
Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C and PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 to PV3 Green Hill C, and PV1 Green Hill D.

Figure 5.18: Line of Sight from Point 12 Travelling East



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Figure 5.19: Line of Sight from Point 12 Travelling West



© Google Street View

Furthermore, as illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, instant screening is proposed along the north boundary of Green Hill D, further obstructing views towards the arrays.

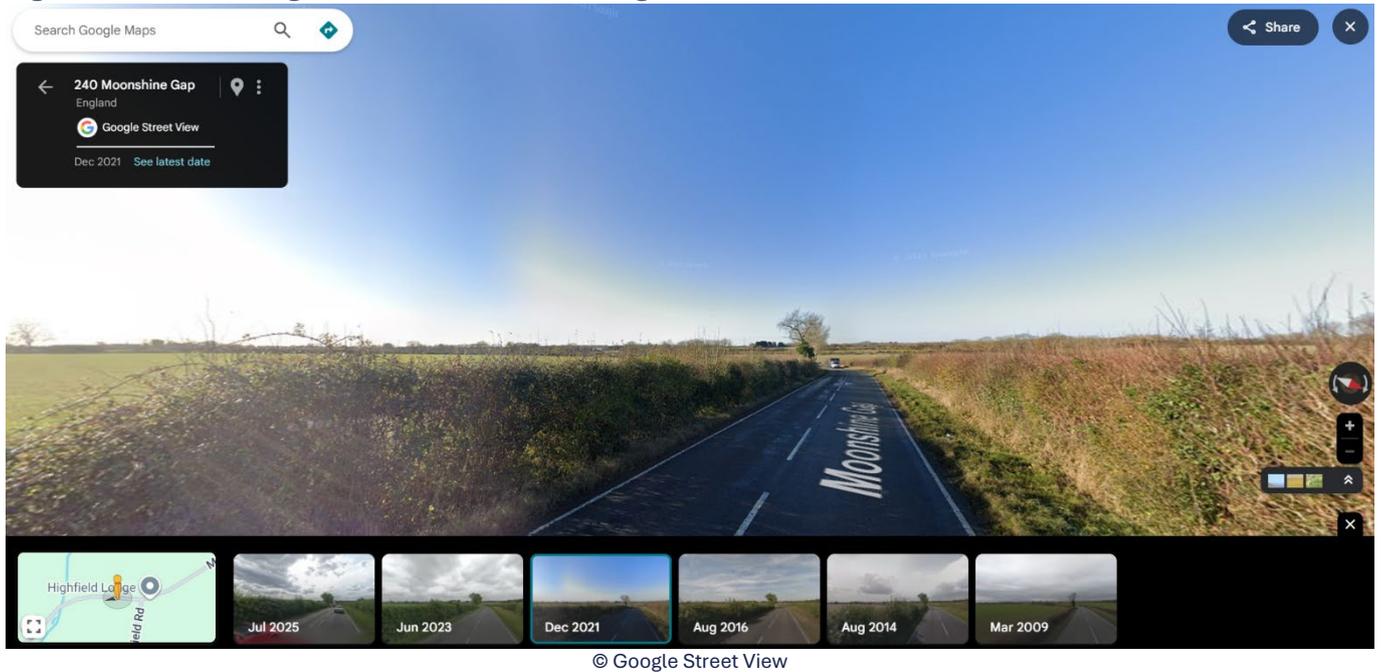


As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 12.

Point 13

Unmitigated glare is predicted side the 50° FOV of road users from PV1 to PV3 Green Hill C and PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 to PV3 Green Hill C, and PV1 Green Hill D.

Figure 5.20: Line of Sight from Point 13 Travelling West



Furthermore, as illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, instant screening is proposed along the north boundary of Green Hill D, further obstructing views towards the arrays.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 13.

5.4.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Earls Barton (nearest weather data available) for 43-75% of the time, as shown in Figure 5.13. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 4.



5.4.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of the driver’s central field of view, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.4: Significance of Impact - Route 4

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
11	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
12	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
13	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)

5.5 Route 5

5.5.1 Modelling

The modelling results are presented in Appendix F of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘low impact’ may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 17 and 40-43. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.5.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘low impact’ may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 14-16, 18-21, 23-26, and 42-43. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.5.2.



5.5.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Points 14-21, 23-26, and 40-43. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide

Point 14

Unmitigated glare is predicted side the 50° FOV of road users from PV2 Green Hill D. As illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV2 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 14.

Point 15

Unmitigated glare is predicted side the 50° FOV of road users from PV2 Green Hill D. As illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV2 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 15.

Point 16

Unmitigated glare is predicted side the 50° FOV of road users from PV2 Green Hill D. As illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV2 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

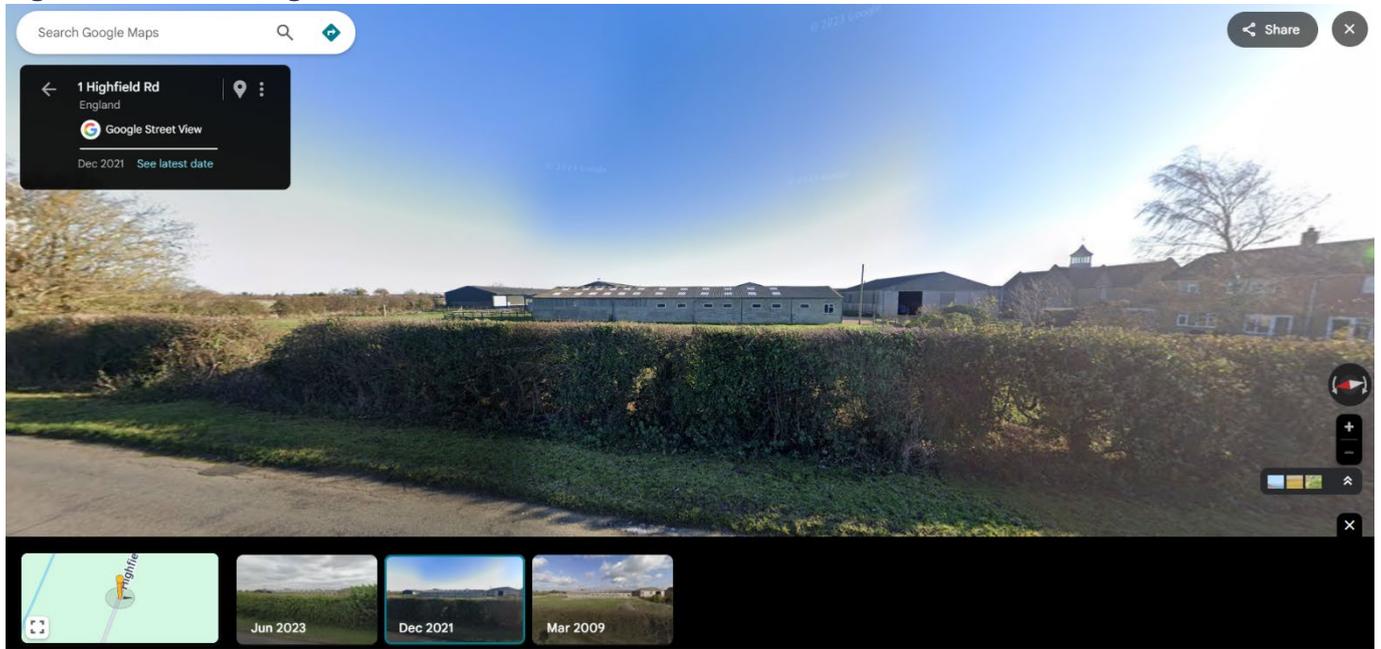
As such, a maximum impact magnitude of 'low impact' may be classified towards Point 16.



Point 17

Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill E. Intervening infrastructure is expected to obstruct line of site between road users and PV1 Green Hill E.

Figure 5.21: Line of Sight from Point 17 towards PV1 Green Hill E



As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 17.

Point 18

Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill D. As illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV1 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

Point 19

Unmitigated glare is predicted side the 50° FOV of road users from PV2 Green Hill D. As illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV2 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

Furthermore, it is expected that line of sight towards PV2 Green Hill D will be obstructed by panels closer to the road user. As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 19.



Point 20

Unmitigated glare is predicted side the 50° FOV of road users from PV2 Green Hill D. As illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV2 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

Furthermore, it is expected that line of sight towards PV2 Green Hill D will be obstructed by panels closer to the road user. As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 20.

Point 21

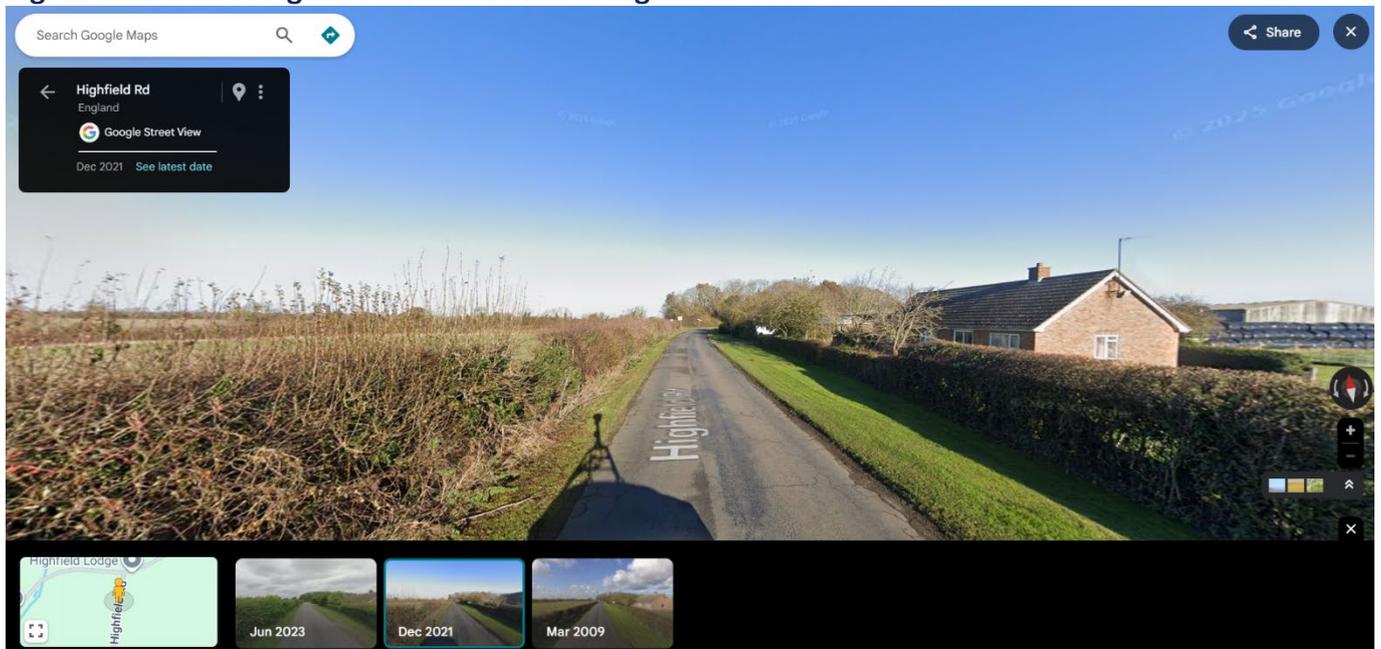
Unmitigated glare is predicted side the 50° FOV of road users from PV2 Green Hill D. As illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV2 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 21.

Point 23

Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill D and PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 Green Hill D and PV1 Green Hill E.

Figure 5.22: Line of Sight from Point 23 Travelling South



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Furthermore, as illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV1 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.



As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 23.

Point 24

Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill D and PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 Green Hill D and PV1 Green Hill E.

Figure 5.23: Line of Sight from Point 24 Travelling South



Furthermore, as illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV1 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

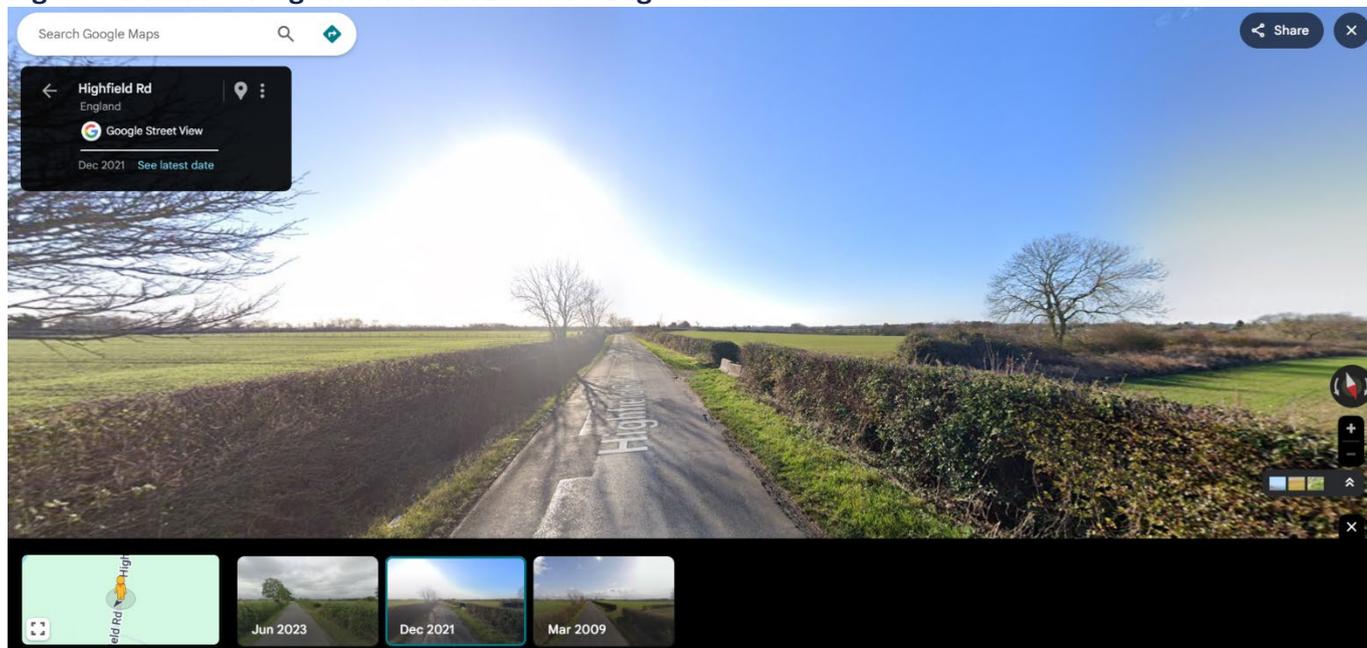
As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 24.



Point 25

Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill D and PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 Green Hill D and PV1 Green Hill E.

Figure 5.24: Line of Sight from Point 25 Travelling South



© Google Street View

Furthermore, as illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV1 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

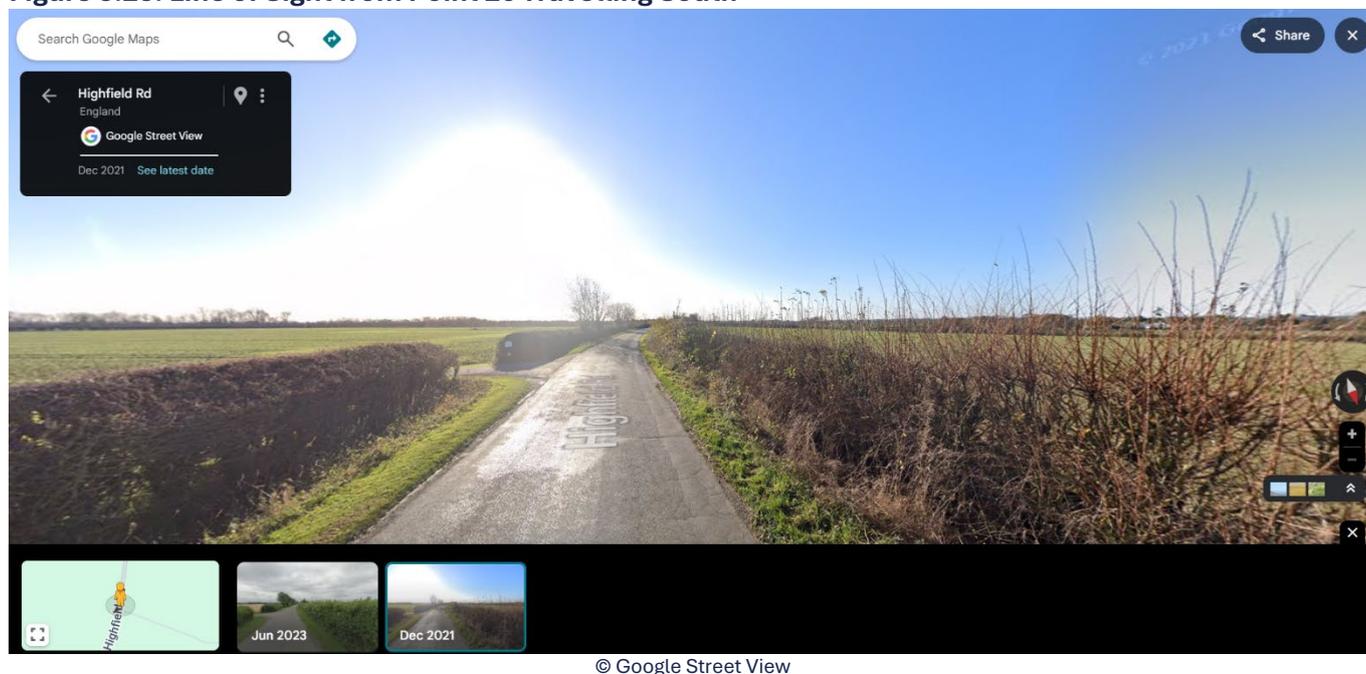
As such, a maximum impact magnitude of 'low impact' may be classified towards Point 25.



Point 25

Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill D and PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV1 Green Hill D and PV1 Green Hill E.

Figure 5.25: Line of Sight from Point 26 Travelling South



Furthermore, as illustrated in **Environmental Statement Figure 4.13.1 Landscape and Ecology Mitigation Plan C and D Option A [APP-210]** and **Environmental Statement Figure 4.13.2 Landscape and Ecology Mitigation Plan C and D Option B [APP-211]**, the existing hedge east of PV1 Green Hill D is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 26.

Point 40

Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users PV1 Green Hill E.

Figure 5.26: Line of Sight from Point 40 Travelling North

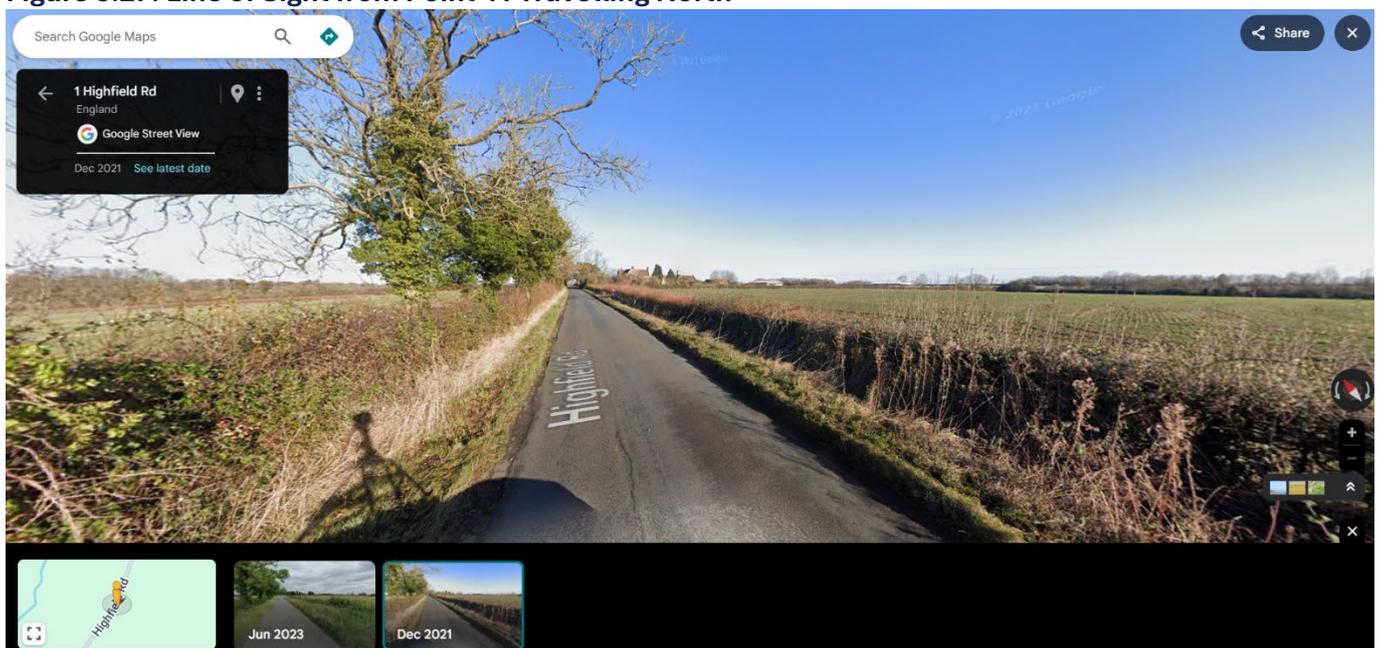


As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 40.

Point 41

Unmitigated glare is predicted side the 50° FOV of road users from PV1 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users PV1 Green Hill E.

Figure 5.27: Line of Sight from Point 41 Travelling North



© Google Street View

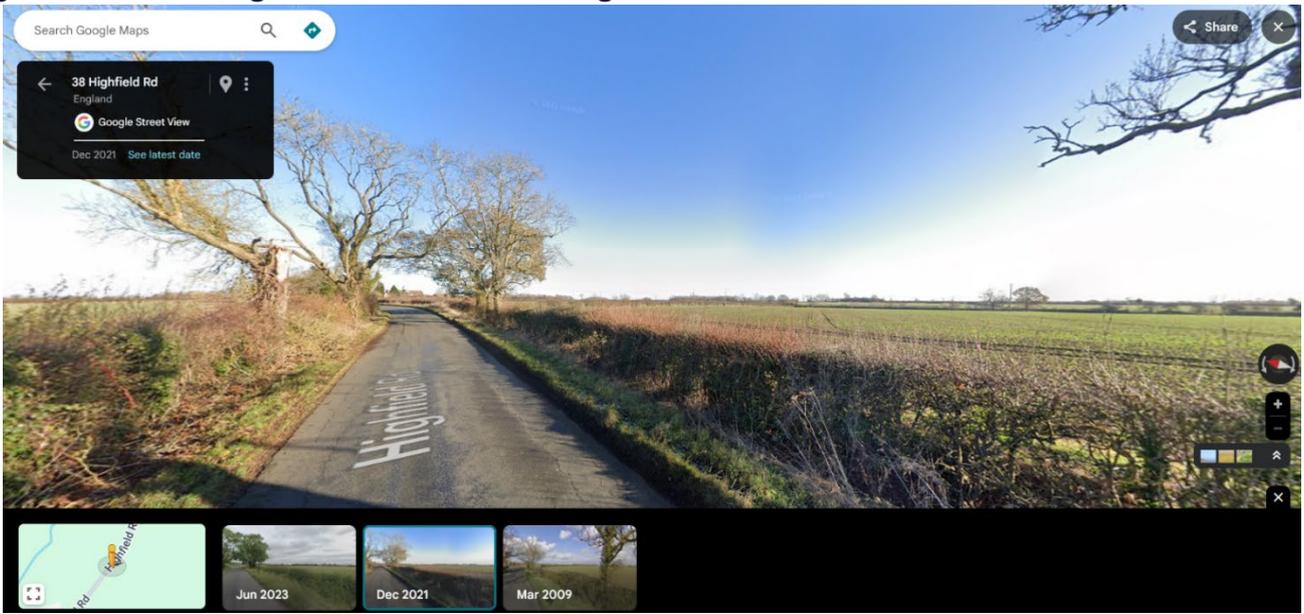


As such, a maximum impact magnitude of 'low impact' may be classified towards Point 41.

Point 42

Unmitigated glare is predicted side the 50° FOV of road users from PV1 and PV2 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users PV1 and PV2 Green Hill E. As such, a maximum impact magnitude of 'low impact' may be classified towards Point 42.

Figure 5.28: Line of Sight from Point 42 Travelling North

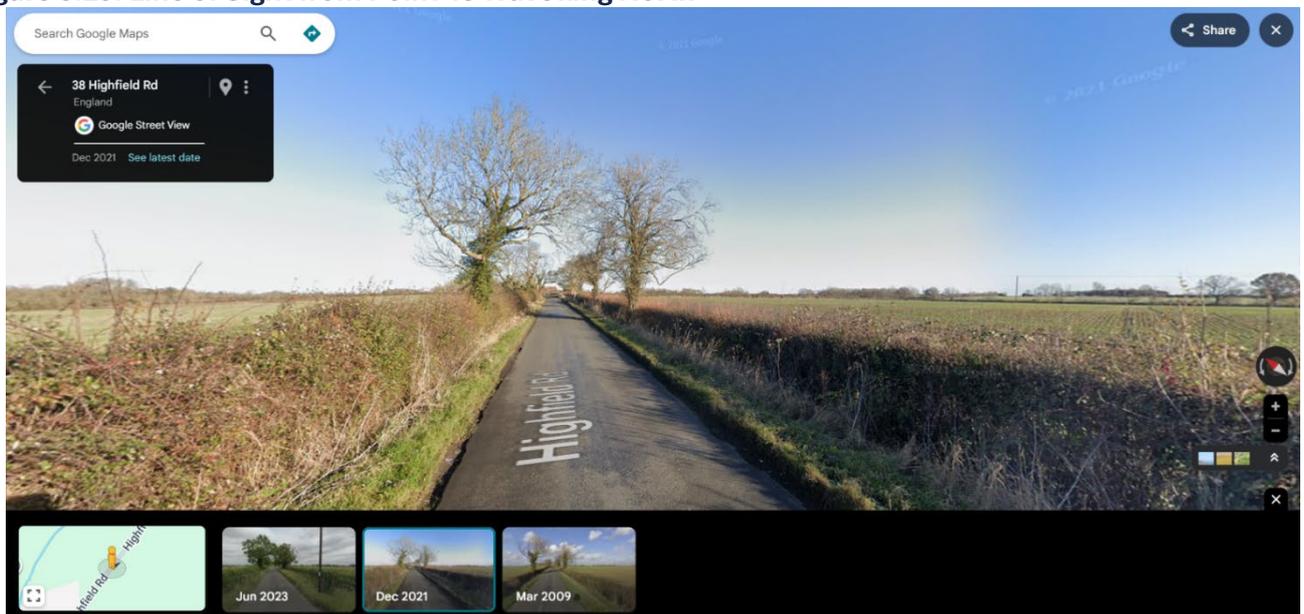


© Google Street View

Point 43

Unmitigated glare is predicted side the 50° FOV of road users from PV1 and PV2 Green Hill E. Intervening vegetation and infrastructure is expected to obstruct line of site between road users PV1 and PV2 Green Hill E. As such, a maximum impact magnitude of 'low impact' may be classified towards Point 43.

Figure 5.29: Line of Sight from Point 43 Travelling North



© Google Street View



5.5.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Earls Barton (nearest weather data available) for 43-75% of the time, as shown in Figure 5.13. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 5.

5.5.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.5: Significance of Impact - Route 5

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
14	Low Impact	Low Impact (upon applying professional judgement)
15	Low Impact	Low Impact (upon applying professional judgement)
16	Low Impact	Low Impact (upon applying professional judgement)
17	Low Impact (upon applying professional judgement)	Low Impact
18	Low Impact	Low Impact (upon applying professional judgement)
19	Low Impact	Low Impact (upon applying professional judgement)
20	Low Impact	Low Impact (upon applying professional judgement)
21	Low Impact	Low Impact (upon applying professional judgement)
23	Low Impact	Low Impact (upon applying professional judgement)
24	Low Impact	Low Impact (upon applying professional judgement)
25	Low Impact	Low Impact (upon applying professional judgement)
26	Low Impact	Low Impact (upon applying professional judgement)
40	Low Impact (upon applying professional judgement)	Low Impact



Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
41	Low Impact (upon applying professional judgement)	Low Impact
42	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
43	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)

5.6 Route 6

5.6.1 Modelling

The modelling results are presented in Appendix G of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 46-59 and 74. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.6.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 46-59 and 74. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.6.2.

5.6.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Points 46-59 and 74. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide

Point 46

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 46.



Point 47

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 47.

Point 48

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 48.

Point 49

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 49.

Point 50

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 50.



Point 51

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 51.

Point 52

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 52.

Point 53

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 53.

Point 54

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 54.



Point 55

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV5.2 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 55.

Point 56

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV5.2 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 56.

Point 57

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV5.2 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 57.

Point 58

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV5.2 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 58.



Point 59

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV5.2 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 59.

Point 74

Unmitigated glare is predicted side the 50° FOV of road users from PV2 to PV6 Green Hill E.

It is expected that the arrays closet to Route 6 will obstruct line of sight towards those farther away.

As illustrated in **Environmental Statement Figure 4.14 Landscape and Ecology Mitigation Plan E Sheet 1 [APP-212]**, the existing hedgerow aligning Route 6 is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 74.

5.6.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Earls Barton (nearest weather data available) for 43-75% of the time, as shown in Figure 5.13. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 6.



5.6.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.6: Significance of Impact - Route 6

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
46	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
47	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
48	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
49	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
50	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
51	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
52	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
53	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
54	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
55	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
56	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
57	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
58	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
59	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
74	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)



5.7 Route 7

5.7.1 Modelling

The modelling results are presented in Appendix H of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 95-97 and 99. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.7.2.

5.7.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Points 1-4 and 116-120. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide

Point 95

Unmitigated glare is predicted side the 50° FOV of road users from PV6 Green Hill E. It is expected that the arrays closet to Route 7 will obstruct line of sight towards those farther away. As such, a maximum impact magnitude of 'low impact' may be classified towards Point 95.

Point 96

Unmitigated glare is predicted side the 50° FOV of road users from PV6 Green Hill E. It is expected that the arrays closet to Route 7 will obstruct line of sight towards those farther away. As such, a maximum impact magnitude of 'low impact' may be classified towards Point 96.

Point 97

Unmitigated glare is predicted side the 50° FOV of road users from PV6 Green Hill E. It is expected that the arrays closet to Route 7 will obstruct line of sight towards those farther away. As such, a maximum impact magnitude of 'low impact' may be classified towards Point 97.

Point 99

Unmitigated glare is predicted side the 50° FOV of road users from PV6 Green Hill E. Intervening vegetation and topography is expected to obstruct line of site between road users PV6 Green Hill E. As such, a maximum impact magnitude of 'low impact' may be classified towards Point 99.



Figure 5.30: Line of Sight from Point 99 Travelling South



5.7.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Earls Barton (nearest weather data available) for 43-75% of the time, as shown in Figure 5.13. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 7.

5.7.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.7: Significance of Impact - Route 7

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
95	Low Impact	Low Impact (upon applying professional judgement)
96	Low Impact	Low Impact (upon applying professional judgement)
97	Low Impact	Low Impact (upon applying professional judgement)
98	Low Impact	Low Impact

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
99	Low Impact	Low Impact (upon applying professional judgement)

5.8 Route 8

5.8.1 Modelling

The modelling results are presented in Appendix I of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘low impact’ may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Point 130. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.8.2.

5.8.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Point 130. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide



Point 130

Unmitigated glare is predicted side the 50° FOV of road users from PV3 Green Hill F. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV3 Green Hill F.

Figure 5.31: Line of Sight from Point 130 Travelling South



Glare is predicted from Green Hill F PV3 from mid-January to mid-February, early March to early April, and late September to late November between 05:30-08:30 for a maximum of 25 minutes per day.

Effects that coincide with direct sunlight appear less prominent than those that do not as the sun is a far more significant source of light than reflecting panels. A review of the predicted glare indicates that it will coincide with sunrise, where the sun is lower in the sky. It is therefore considered that glare impact may be mitigated as the glare from the sun and reflective area are predicted to originate from the same point in space.

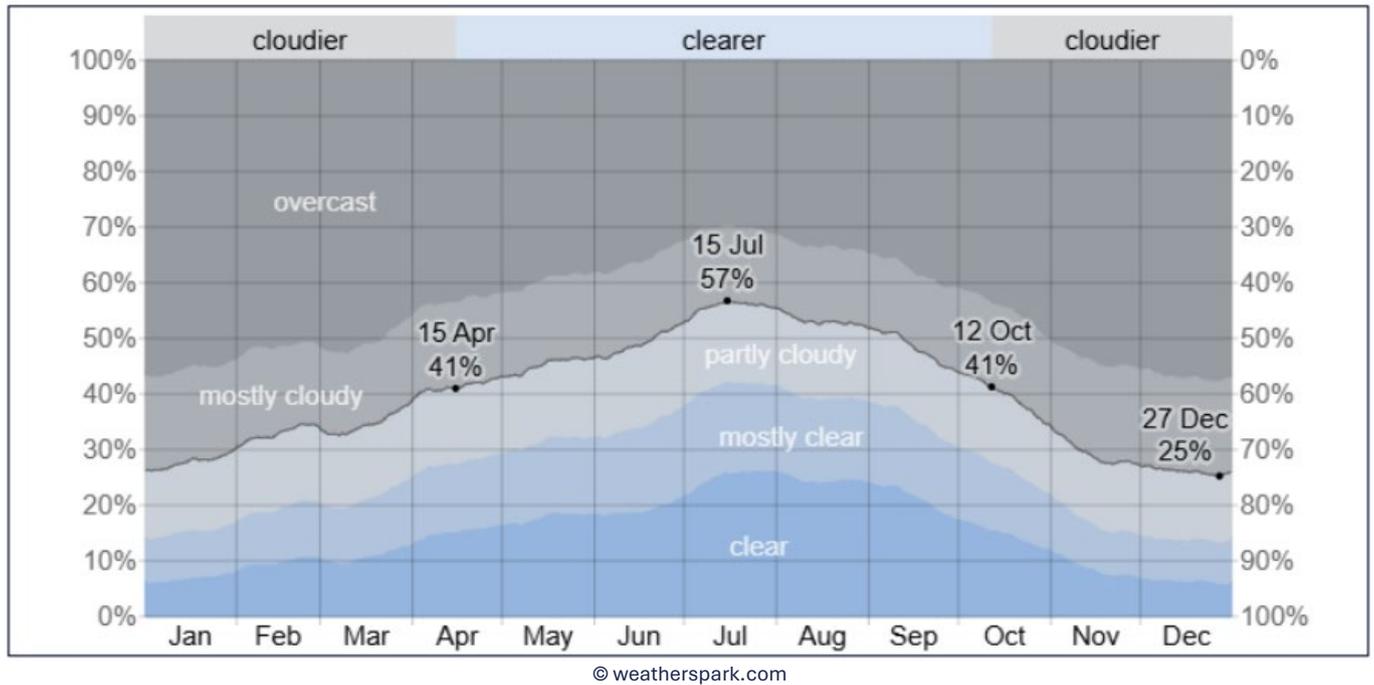
As such, a maximum impact magnitude of 'low impact' may be classified towards Point 130.

5.8.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Bozeat (nearest weather data available) for 43-75% of the time, as shown in Figure 5.32. This would reduce the glare experienced along the local road.



Figure 5.32: Predicted Annual Cloud Cover in Bozeat



Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 8.

5.8.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of the driver’s central field of view, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.8: Significance of Impact - Route 8

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
130	Low Impact	Low Impact (upon applying professional judgement)



5.9 Route 9

5.9.1 Modelling

The modelling results are presented in Appendix J of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 137-139 and 177. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.9.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 137-140 and 177. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.9.2.

5.9.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Points 137-140 and 177. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide

Point 137

Unmitigated glare is predicted side the 50° FOV of road users from PV3 and PV4 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV3 and PV4 Green Hill F.



Figure 5.33: Line of Sight from Point 137 Travelling South



As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 137.

Point 138

Unmitigated glare is predicted side the 50° FOV of road users from PV4 and PV5 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV4 Green Hill F.

Figure 5.34: Line of Sight from Point 138 Travelling South



Furthermore, as illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge east of PV5 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 138.

Point 139

Unmitigated glare is predicted side the 50° FOV of road users from PV5 Green Hill F.

As illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge east of PV5 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 139.

Point 140

Unmitigated glare is predicted side the 50° FOV of road users from PV3 and PV4 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV3 and PV4 Green Hill F.

Figure 5.35: Line of Sight from Point 140 Travelling North



© Google Street View

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 140.

Point 177

Unmitigated glare is predicted side the 50° FOV of road users from PV3 to PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV3, PV4, and PV6 Green Hill F.

Figure 5.36: Line of Sight from Point 177 Travelling East



Furthermore, as illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, densely spaced native hedgerow trees are proposed along the south border of PV5 Green Hill F. As such, it is expected that line of sight will be obstructed once planting is matured. As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 140.

5.9.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Bozeat (nearest weather data available) for 43-75% of the time, as shown in Figure 5.32. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 9.



5.9.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of the driver’s central field of view, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.9: Significance of Impact - Route 9

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
137	Low Impact	Low Impact (upon applying professional judgement)
138	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
139	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
140	Low Impact	Low Impact (upon applying professional judgement)
141	Low Impact	Low Impact
142	Low Impact	Low Impact
177	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)



5.10 Route 10

5.10.1 Modelling

The modelling results are presented in Appendix K of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Point 174. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.10.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 168 and 171-174. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.10.3.

5.10.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Points 138 and 171-174. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide

Point 168

Unmitigated glare is predicted side the 50° FOV of road users from PV5 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and the reflecting area of PV5 Green Hill F.



Figure 5.37: Line of Sight from Point 168 Travelling East



As such, a maximum impact magnitude of 'low impact' may be classified towards Point 168.

Point 171

Unmitigated glare is predicted side the 50° FOV of road users from PV5 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and the reflecting area of PV5 Green Hill F.

Figure 5.38: Line of Sight from Point 171 Travelling North



As such, a maximum impact magnitude of 'low impact' may be classified towards Point 171.

Point 172

Unmitigated glare is predicted side the 50° FOV of road users from PV5 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and the reflecting area of PV5 Green Hill F.

Figure 5.39: Line of Sight from Point 172 Travelling North



As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 172.

Point 173

Unmitigated glare is predicted side the 50° FOV of road users from PV5 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and the reflecting area of PV5 Green Hill F.



Figure 5.40: Line of Sight from Point 173 Travelling North



As such, a maximum impact magnitude of 'low impact' may be classified towards Point 173.

Point 174

Unmitigated glare is predicted side the 50° FOV of road users from PV5 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and the reflecting area of PV5 Green Hill F.

Figure 5.41: Line of Sight from Point 174 Travelling North



As such, a maximum impact magnitude of 'low impact' may be classified towards Point 174.

5.10.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Bozeat (nearest weather data available) for 43-75% of the time, as shown in Figure 5.32. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 10.

5.10.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of the driver’s central field of view, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.10: Significance of Impact - Route 10

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
168	Low Impact	Low Impact (upon applying professional judgement)
169	Low Impact	Low Impact
170	Low Impact	Low Impact
171	Low Impact	Low Impact (upon applying professional judgement)
172	Low Impact	Low Impact
173	Low Impact	Low Impact (upon applying professional judgement)
174	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)



5.11 Route 11

5.11.1 Modelling

The modelling results are presented in Appendix L of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'low impact' may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Point 145. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.11.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a 'moderate impact' may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Point 145. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.11.2.

5.11.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Point 145. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide

Point 145

Unmitigated glare is predicted side the 50° FOV of road users from PV34 to PV6 Green Hill F. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV4 to PV6 Green Hill F.



Figure 5.42: Line of Sight from Point 145 Travelling East



Figure 5.43: Line of Sight from Point 145 Travelling West



As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 145.

5.11.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Bozeat (nearest weather data available) for 43-75% of the time, as shown in Figure 5.32. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 11.



5.11.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of the driver’s central field of view, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.11: Significance of Impact - Route 11

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
145	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)

5.12 Route 12

5.12.1 Modelling

The modelling results are presented in Appendix M of this document.

Fixed Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘low impact’ may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 149-155 and 183-190. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.12.2.

Tracker Panel

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘low impact’ may be classified where glare is predicted outside the 50° FOV of road users, or outside the 1km screening distance.

With reference to impact significance guidance as outlined in Section 15.4.30 of **ES Chapter 15 Glint and Glare [APP-052]**, a ‘moderate impact’ may be classified where unmitigated glare is predicted inside the 50° FOV of road users. As such, moderate impacts are predicted to occur at Points 150-155 and 183-189. Based on industry guidance, professional judgement is applied and further review of factors not included within the model are considered in Section 5.12.2.

5.12.2 Results Discussion

Additional factors have been considered to determine the residual impact significance at Points 149-155 and 183-190. These include:

- Existing screening and obstructions;
- The extent to which impacts coincide with effects of direct sunlight; and
- The extent to which cloud cover and glare impacts coincide.



Point 149

Unmitigated glare is predicted side the 50° FOV of road users from PV6 Green Hill F. As illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge north of PV6 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

Point 150

Unmitigated glare is predicted side the 50° FOV of road users from PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and some areas of PV6 Green Hill F.

Figure 5.44: Line of Sight from Point 138 Travelling North



© Google Street View

Furthermore, as illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge east of PV5 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 150.

Point 151

Unmitigated glare is predicted side the 50° FOV of road users from PV6 Green Hill F.

As illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge north of PV6 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 151.

Point 152

Unmitigated glare is predicted side the 50° FOV of road users from PV3, PV4, and PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV3 and PV4 Green Hill F.

Figure 5.45: Line of Sight from Point 152 towards PV3 and PV4



Furthermore, as illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge east of PV5 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 152.

Point 153

Unmitigated glare is predicted side the 50° FOV of road users from PV3, PV4, and PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV3, PV4, and PV6 Green Hill F.

Figure 5.46: Line of Sight from Point 153 Travelling West



Furthermore, as illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge east of PV5 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 153.

Point 154

Unmitigated glare is predicted side the 50° FOV of road users from PV3, PV4, and PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV3, PV4, and PV6 Green Hill F.



Figure 5.47: Line of Sight from Point 154 Travelling West



Furthermore, as illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge east of PV5 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 154.

Point 155

Unmitigated glare is predicted side the 50° FOV of road users from PV3, PV4, and PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV3, PV4, and PV6 Green Hill F.

Figure 5.48: Line of Sight from Point 155 Travelling West



Furthermore, as illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge east of PV5 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 155.

Point 183

Unmitigated glare is predicted side the 50° FOV of road users from PV4 to PV6 Green Hill F. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV4 to PV6 Green Hill F.

Figure 5.49: Line of Sight from Point 183 Travelling East



© Google Street View

Figure 5.50: Line of Sight from Point 183 Travelling West



© Google Street View



As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 183.

Point 184

Unmitigated glare is predicted side the 50° FOV of road users from PV4 to PV6 Green Hill F. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV4 to PV6 Green Hill F.

Figure 5.51: Line of Sight from Point 184 Travelling East



Figure 5.52: Line of Sight from Point 184 Travelling West



As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 184.



Point 185

Unmitigated glare is predicted side the 50° FOV of road users from PV4 to PV6 Green Hill F. Intervening vegetation and infrastructure is expected to obstruct line of site between road users and PV4 to PV6 Green Hill F.

Figure 5.53: Line of Sight from Point 185 Travelling East



Figure 5.54: Line of Sight from Point 185 Travelling West



As such, a maximum impact magnitude of 'low impact' may be classified towards Point 185.



Point 186

Unmitigated glare is predicted side the 50° FOV of road users from PV5 and PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV5 and PV6 Green Hill F.

Figure 5.55: Line of Sight from Point 186 Travelling East



Figure 5.56: Line of Sight from Point 186 Travelling West



As such, a maximum impact magnitude of 'low impact' may be classified towards Point 186.



Point 187

Unmitigated glare is predicted side the 50° FOV of road users from PV5 and PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV5 and PV6 Green Hill F.

Figure 5.57: Line of Sight from Point 187 Travelling East



Figure 5.58: Line of Sight from Point 187 Travelling West



As such, a maximum impact magnitude of 'low impact' may be classified towards Point 187.



Point 188

Unmitigated glare is predicted side the 50° FOV of road users from PV5 and PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV5 and PV6 Green Hill F.

Figure 5.59: Line of Sight from Point 188 Travelling East



© Google Street View

Figure 5.60: Line of Sight from Point 188 Travelling West



© Google Street View

As such, a maximum impact magnitude of 'low impact' may be classified towards Point 188.



Point 189

Unmitigated glare is predicted side the 50° FOV of road users from PV5 and PV6 Green Hill F. Intervening vegetation and topography is expected to obstruct line of site between road users and PV5 and PV6 Green Hill F.

Figure 5.61: Line of Sight from Point 189 Travelling West



Furthermore, as illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge north of PV6 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 189.

Point 190

Unmitigated glare is predicted side the 50° FOV of road users from PV6 Green Hill F. As illustrated in **Environmental Statement Figure 4.18.1 Landscape and Ecology Mitigation Plan F Sheet 2 [APP-217]**, the existing hedge north of PV6 Green Hill F is to be reinforced with densely spaced native planting. As such, it is expected that line of sight will be obstructed once planting is matured.

As such, a maximum impact magnitude of ‘low impact’ may be classified towards Point 190.

5.12.3 Cloud Cover

As the worst-case approach, the model assumes clear sky conditions all year round. Cloudier conditions (overcast and mostly cloudy) exist in Bozeat (nearest weather data available) for 43-75% of the time, as shown in Figure 5.32. This would reduce the glare experienced along the local road.

Considering the cloud cover that is likely to occur in the area, the modelled glare from the Proposed Development is likely to occur at least 43% less often than predicted, as a minimum. This would likely reduce the amount of glare experienced along Route 12.

5.12.4 Significance of Impact

Based on industry guidance and good practice, technical modelling is not recommended for local roads and a maximum magnitude impact of ‘low impact’ may be classified from glint and glare. Notwithstanding this, the assessment in this note confirms that, upon consideration of the driver’s central field of view, no local road will experience more than a ‘low impact’ from glint and glare.

Table 5.12: Significance of Impact - Route 12

Modelled Point	Significance of Impact	
	Fixed Panels	Tracking Panels
149	Low Impact (upon applying professional judgement)	Low Impact
150	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
151	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
152	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
153	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
154	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
155	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
183	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
184	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
185	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
186	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
187	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
188	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
189	Low Impact (upon applying professional judgement)	Low Impact (upon applying professional judgement)
190	Low Impact (upon applying professional judgement)	Low Impact



6. Conclusions

Based on industry guidance, technical modelling is not recommended for local roads. However, following consultation with North Northamptonshire Council, it was agreed that local roads will be reviewed following this process:

- Identify local roads adjacent to the proposed solar panels.
- Undertake a screening process to consider the visibility along the road in terms of topography of the local area and existing screening.
- Where the screening indicates potential line of sight to road vehicle drivers, undertake a modelling assessment to assess total predicted glare towards road users.

In total, 190 points were reviewed during the screening process, and a total of 82 points across 12 routes were included within the modelling.

The modelling predicted glare within the 50° field-of-view of receptors along the 12 routes identified for both fixed tilt and tracking panels. However, upon consideration of factors not included within the model, such as origin of glare, additional obstructions, and cloud cover, a 'low impact' may be classified towards all 12 routes. As such, no further mitigation is recommended.



Quality Assurance

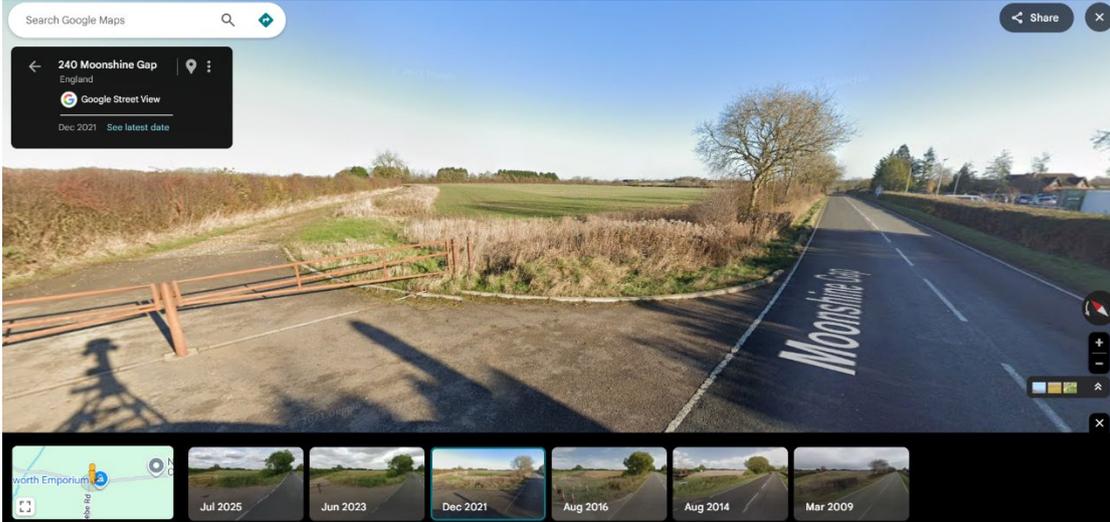
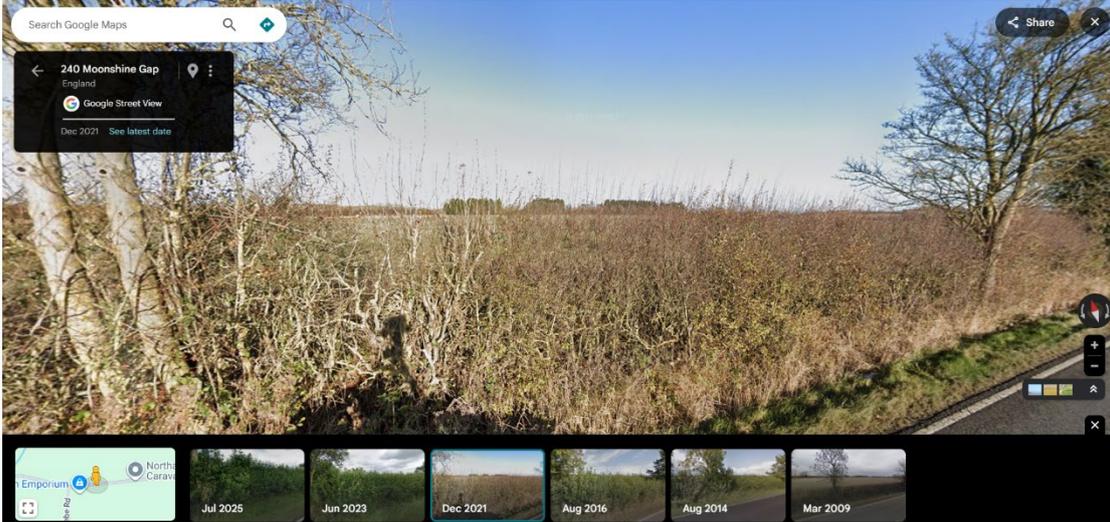
Issue Record

Revision	Description	Date	Author	Reviewer	Approver
1.0	Final Issue	12 January 2026	AC	JJ	JJ

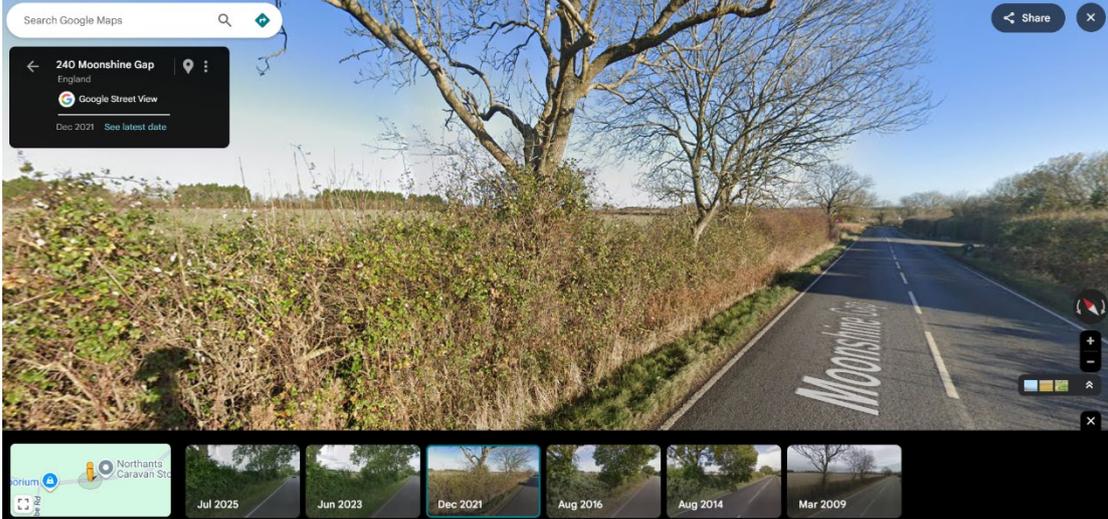
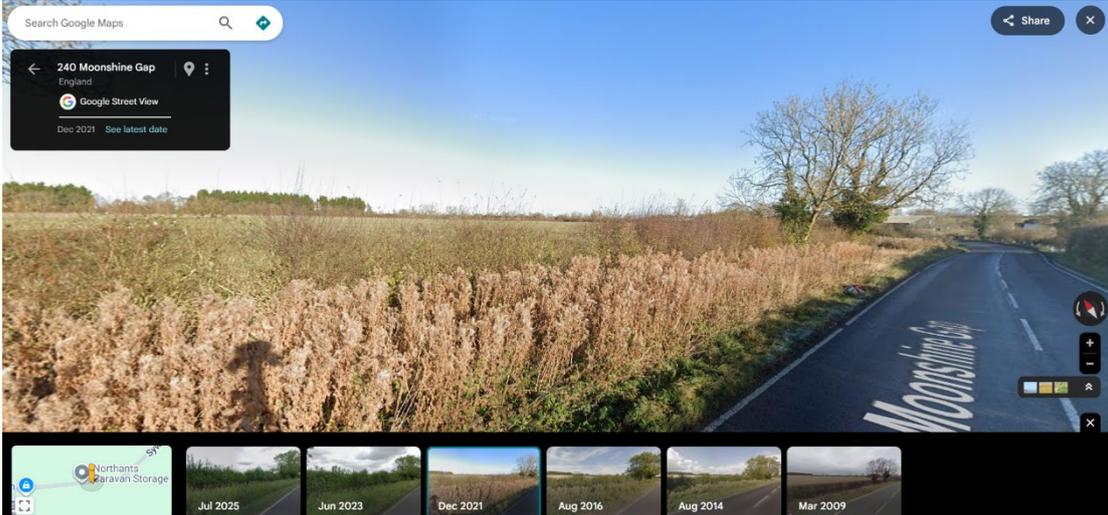
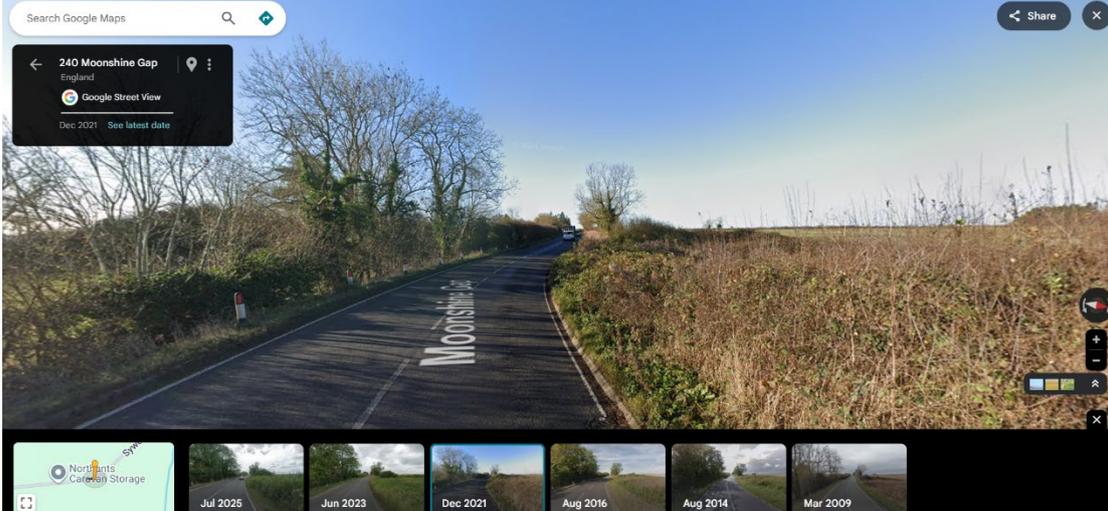


Appendix A: Google Street View Imagery

Table 0.1: Review of Google Street View Imagery

Point	Imagery	Line of Sight
1	 <p>The imagery for Point 1 shows a Google Street View of a road junction. The road is paved and has 'Moonshine Gap' written on it. To the left, there is a wooden fence and a field. To the right, there are trees and a building. The sky is clear and blue. The interface includes a search bar, a location card for '240 Moonshine Gap, England', and a history of images from Jul 2025, Jun 2023, Dec 2021, Aug 2016, Aug 2014, and Mar 2009.</p>	Yes
2	 <p>The imagery for Point 2 shows a Google Street View of a road. The road is paved and has a large hedge on the left side. There are trees on the right side. The sky is clear and blue. The interface includes a search bar, a location card for '240 Moonshine Gap, England', and a history of images from Jul 2025, Jun 2023, Dec 2021, Aug 2016, Aug 2014, and Mar 2009.</p>	Yes

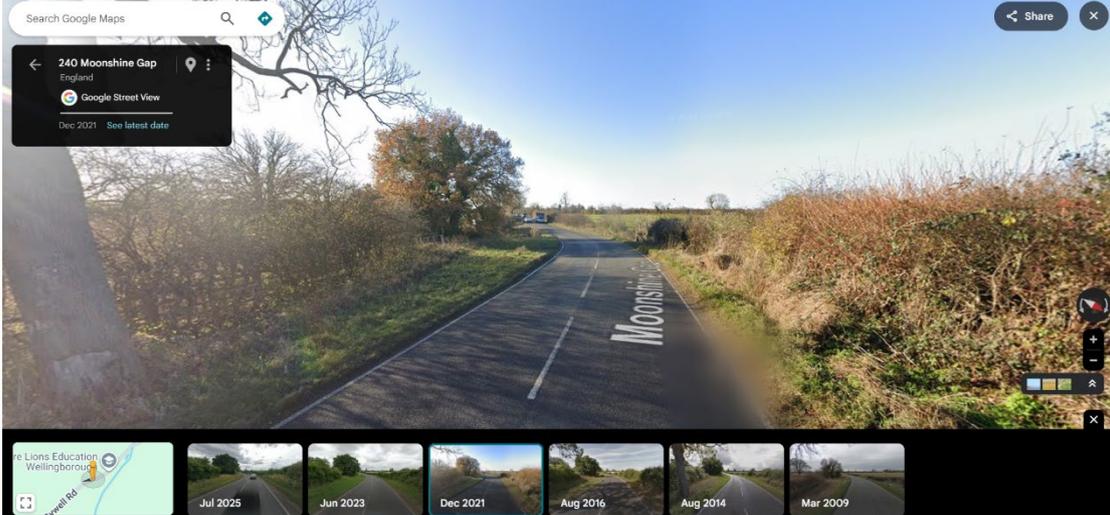
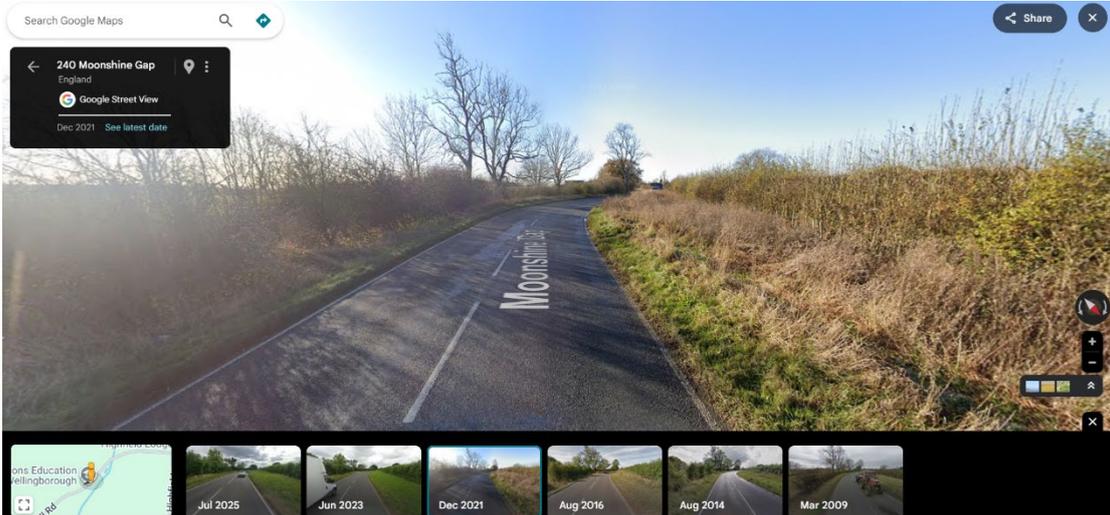
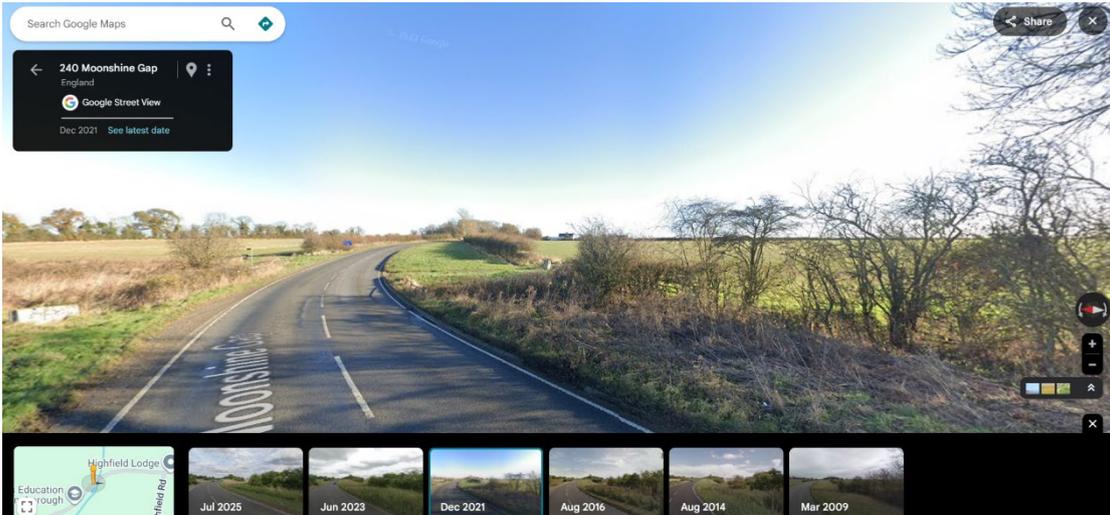


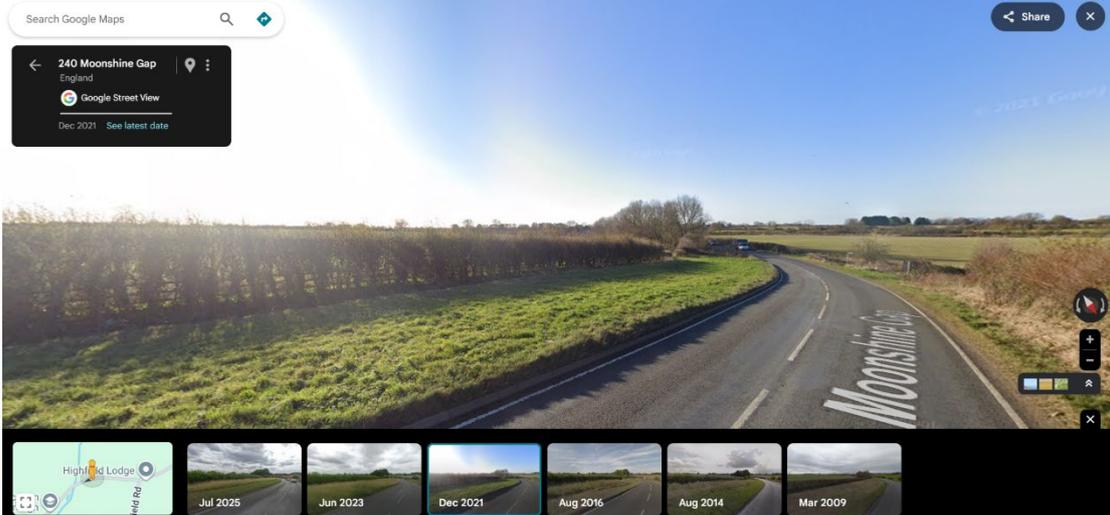
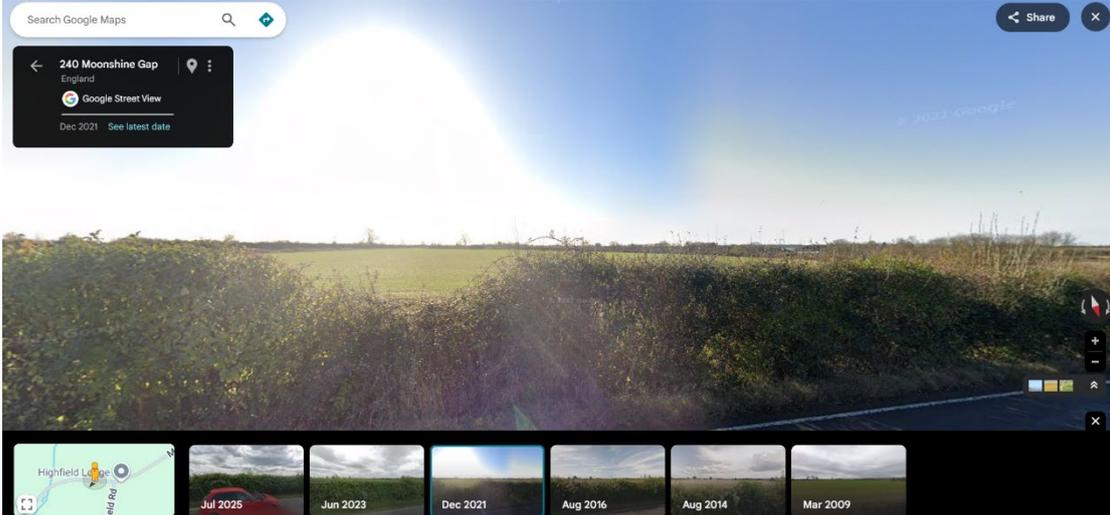
Point	Imagery	Line of Sight
3		Yes
4		Yes
5		No



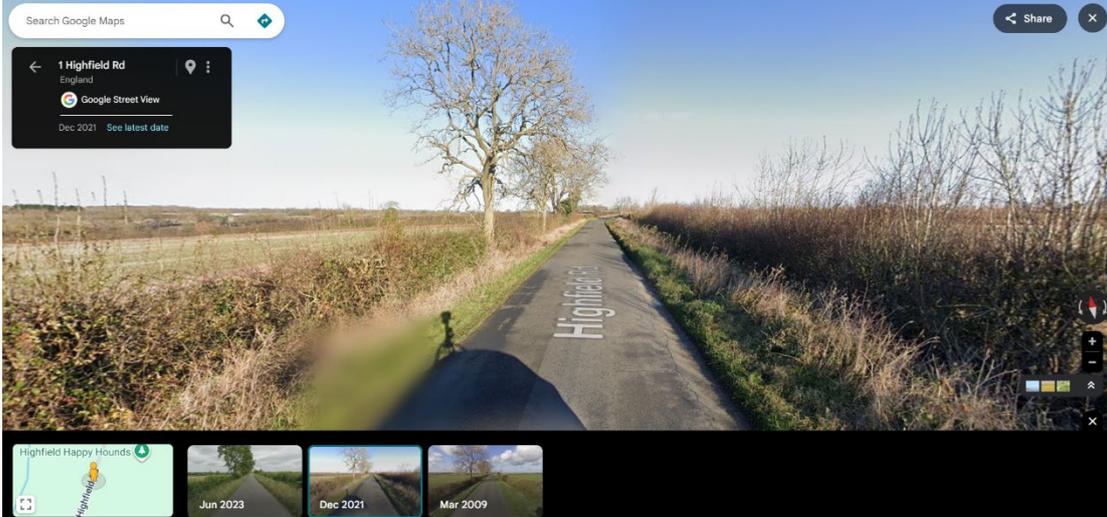
Point	Imagery	Line of Sight
6	 <p>Search Google Maps</p> <p>240 Moonshine Gap England Google Street View Dec 2021 See latest date</p> <p>Northants Caravan Storage Swell Rd</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014 Mar 2009</p>	No
7	 <p>Search Google Maps</p> <p>240 Moonshine Gap England Google Street View Dec 2021 See latest date</p> <p>Northants Caravan Storage Swell Rd</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014 Mar 2009</p>	Yes
8	 <p>Search Google Maps</p> <p>240 Moonshine Gap England Google Street View Dec 2021 See latest date</p> <p>Wellingborough Swell Rd</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014 Mar 2009</p>	No



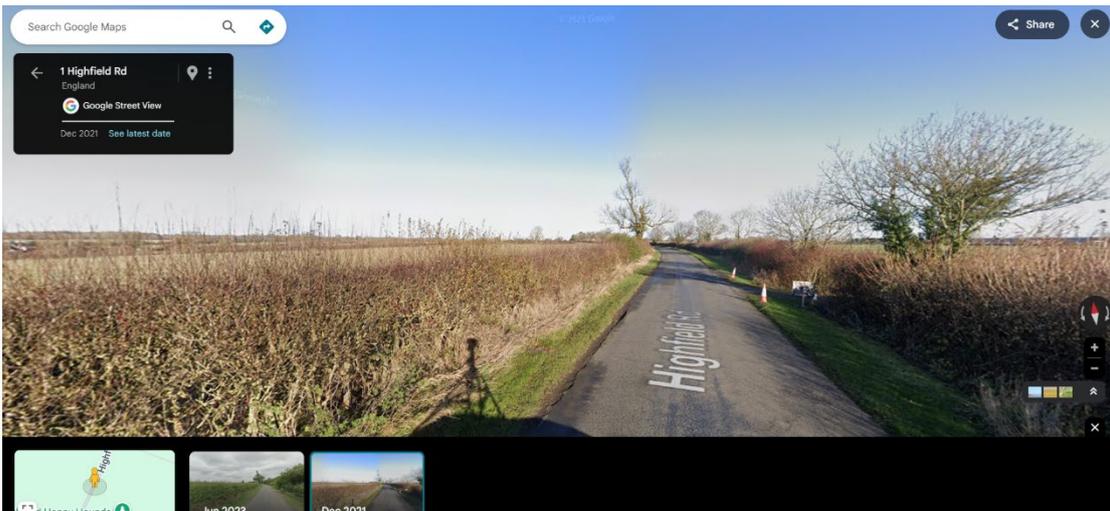
Point	Imagery	Line of Sight
9		No
10		No
11		Yes

Point	Imagery	Line of Sight
12	 <p>Search Google Maps</p> <p>240 Moonshine Gap England Google Street View Dec 2021 See latest date</p> <p>Highfield Lodge Rd</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014 Mar 2009</p>	Yes
13	 <p>Search Google Maps</p> <p>240 Moonshine Gap England Google Street View Dec 2021 See latest date</p> <p>Highfield Lodge Rd</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014 Mar 2009</p>	Yes
14	 <p>Search Google Maps</p> <p>1 Highfield Rd England Google Street View Dec 2021 See latest date</p> <p>Highfield Happy Bounds Rd</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	Yes

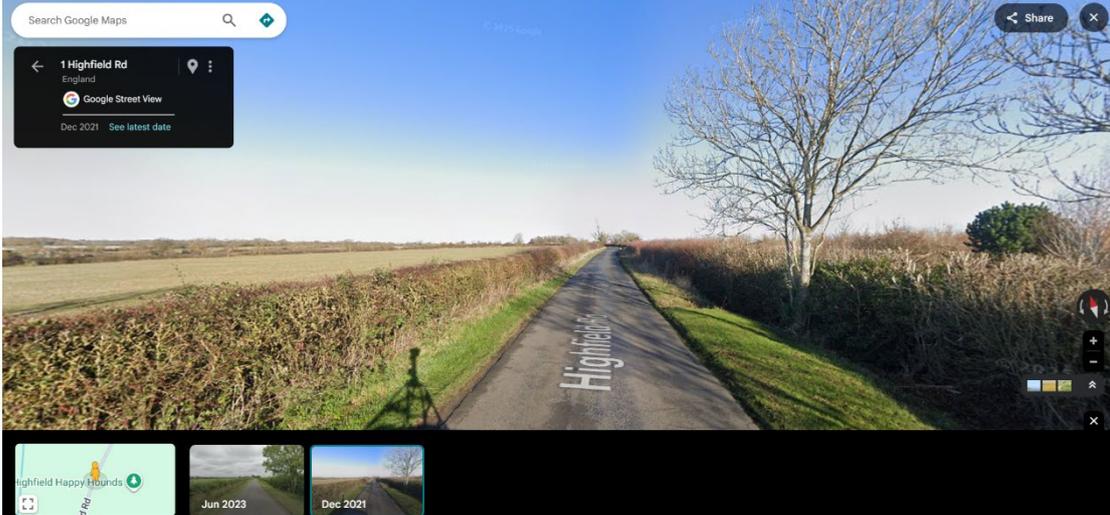
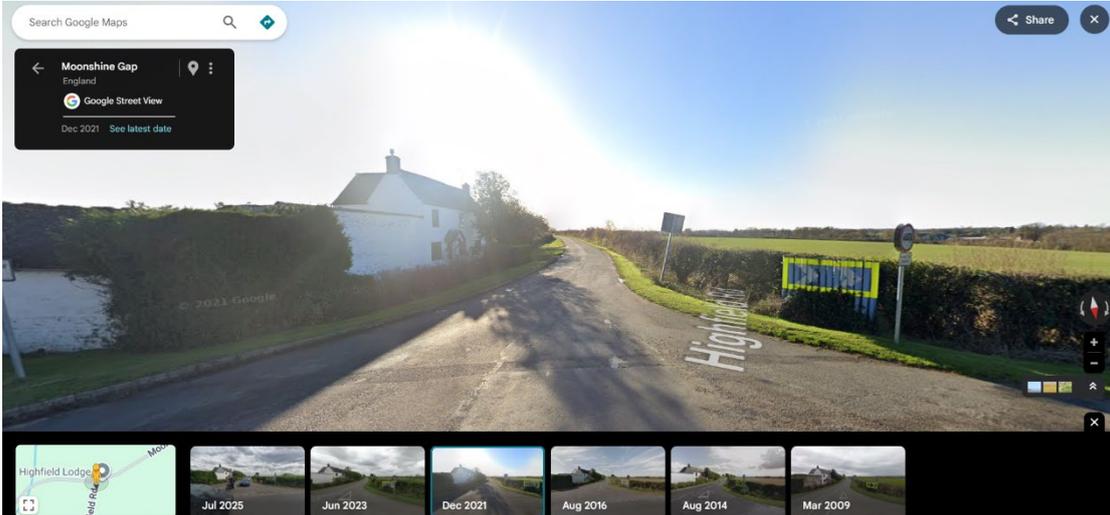


Point	Imagery	Line of Sight
15	 <p>This image shows a narrow asphalt road with 'Highfield Rd' painted on it. The road is flanked by tall grass and trees. A shadow of the camera vehicle is visible on the road surface. The interface includes a search bar, location details for '1 Highfield Rd, England', and a history of images from Jun 2023, Dec 2021, and Mar 2009.</p>	Yes
16	 <p>This image shows a similar view of the road, but from a slightly different perspective. The road is flanked by fields and trees. The shadow of the camera vehicle is visible. The interface includes a search bar, location details for '1 Highfield Rd, England', and a history of images from Jun 2023 and Dec 2021.</p>	Yes
17	 <p>This image shows the road from a perspective where a building is visible on the right side. The road is flanked by fields and trees. The shadow of the camera vehicle is visible. The interface includes a search bar, location details for '1 Highfield Rd, England', and a history of images from Jun 2023, Dec 2021, and Mar 2009.</p>	Yes

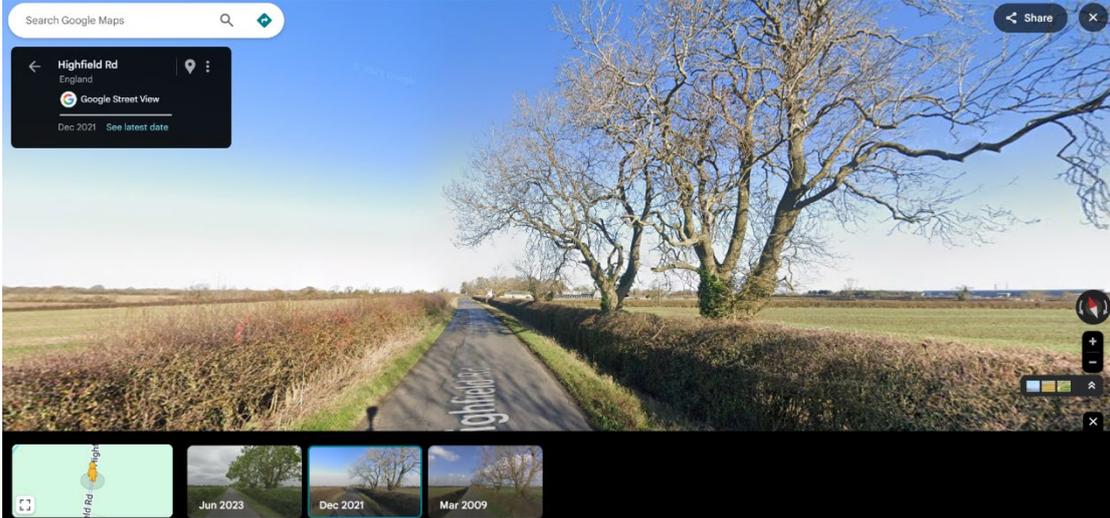


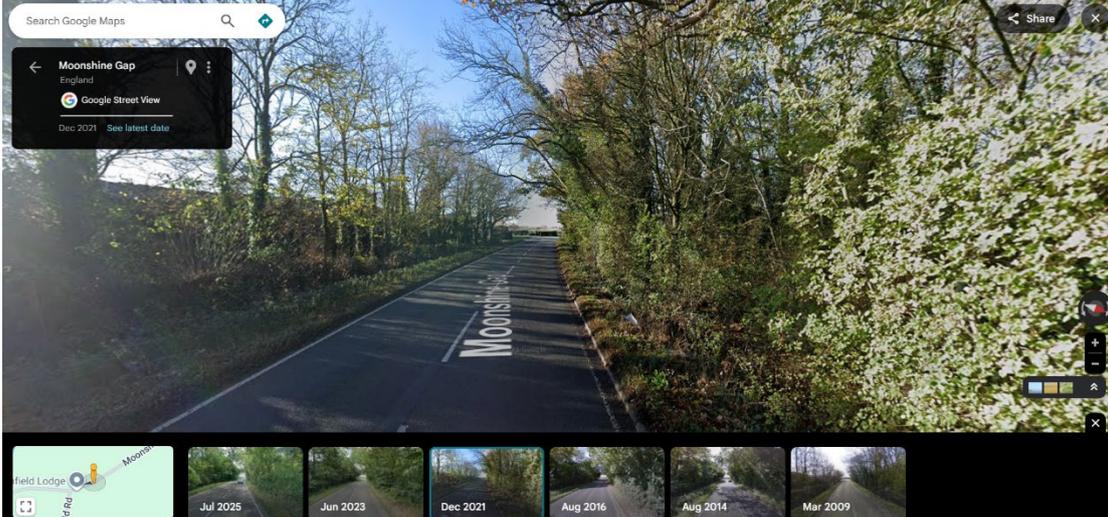
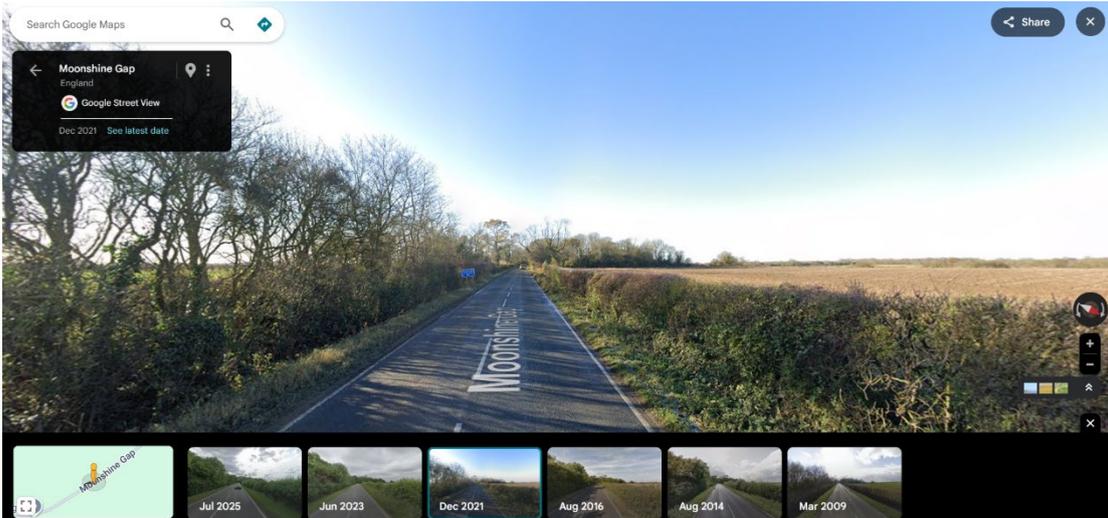
Point	Imagery	Line of Sight
18	 <p>This image shows a Google Street View of a road. The road surface has 'Highfield' painted on it. The road is flanked by hedges and fields. The sky is clear and blue. The interface includes a search bar at the top, a location card for 'Highfield Rd, England' with a 'Google Street View' icon and 'Dec 2021' date, and a history bar at the bottom with thumbnails for 'Jun 2023' and 'Dec 2021'.</p>	Yes
19	 <p>This image shows a Google Street View of a road. The road surface has 'Highfield' painted on it. The road is flanked by hedges and fields. The sky is clear and blue. The interface includes a search bar at the top, a location card for '1 Highfield Rd, England' with a 'Google Street View' icon and 'Dec 2021' date, and a history bar at the bottom with thumbnails for 'Jun 2023', 'Dec 2021', and 'Mar 2009'.</p>	Yes
20	 <p>This image shows a Google Street View of a road. The road surface has 'Highfield' painted on it. The road is flanked by hedges and fields. The sky is clear and blue. The interface includes a search bar at the top, a location card for '1 Highfield Rd, England' with a 'Google Street View' icon and 'Dec 2021' date, and a history bar at the bottom with thumbnails for 'Jun 2023' and 'Dec 2021'.</p>	Yes



Point	Imagery	Line of Sight
21		Yes
22		No
23		Yes

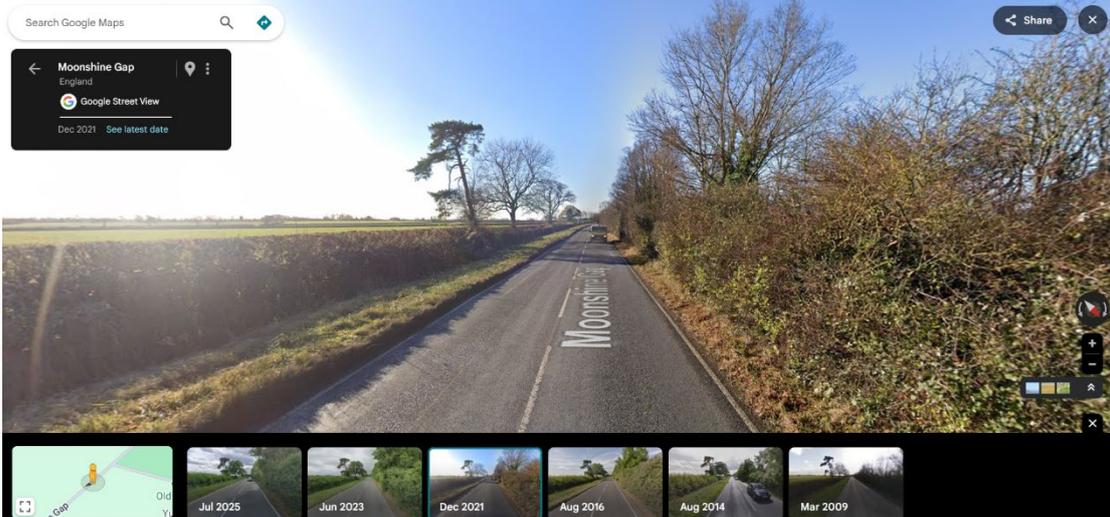


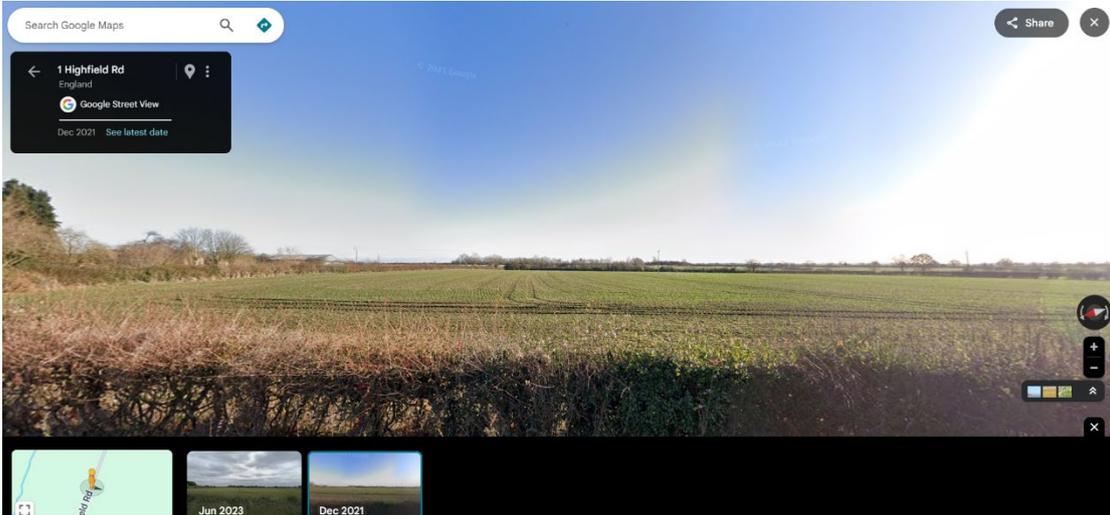
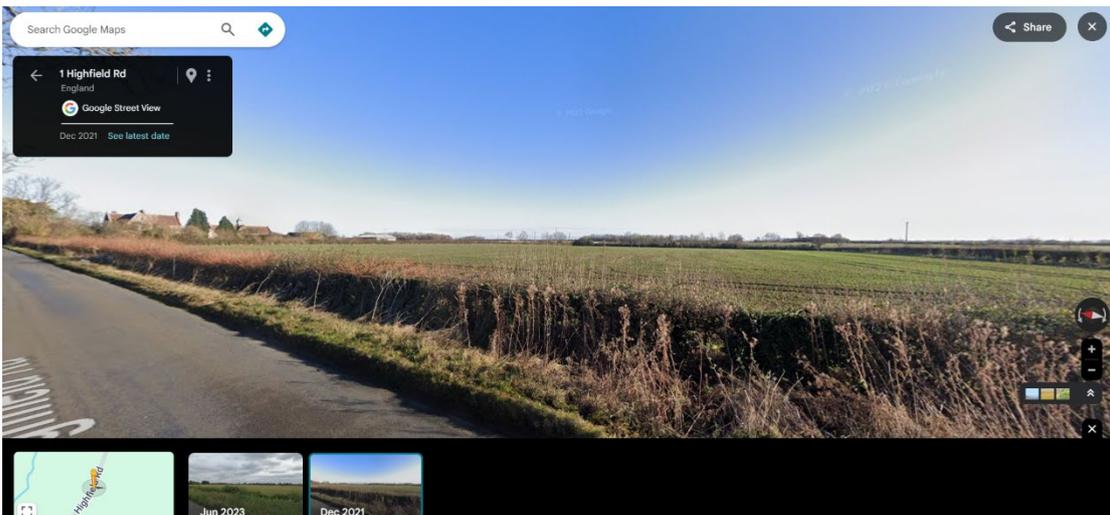
Point	Imagery	Line of Sight
24		Yes
25		Yes
26		Yes
27	duplicate	

Point	Imagery	Line of Sight
28		No
29		No
30		No

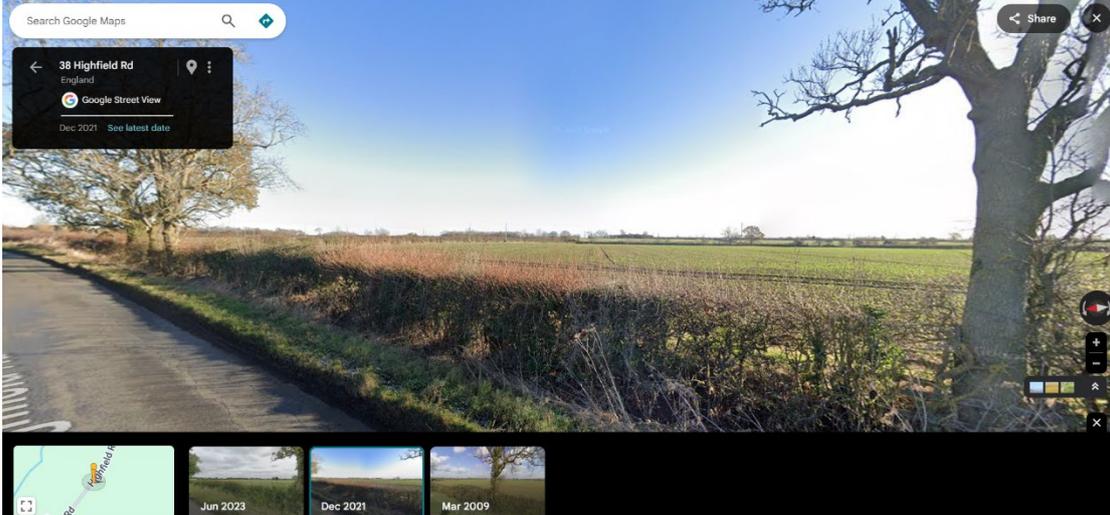
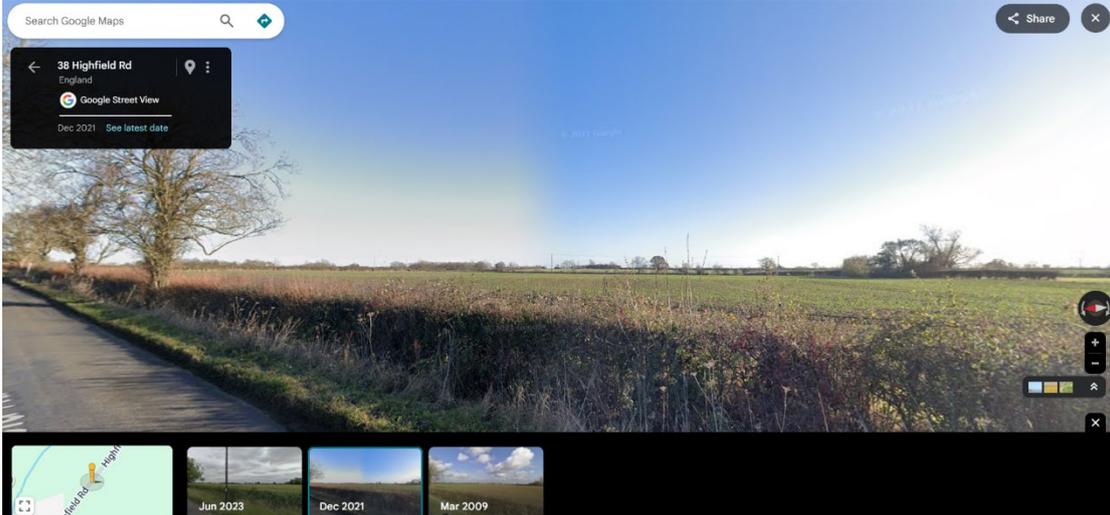
Point	Imagery	Line of Sight
31	 <p>Search Google Maps</p> <p>Moonshine Gap, England Google Street View Dec 2021 See latest date</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014 Mar 2009</p>	No
32	 <p>Search Google Maps</p> <p>Moonshine Gap, England Google Street View Dec 2021 See latest date</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014</p>	No
33	 <p>Search Google Maps</p> <p>Moonshine Gap, England Google Street View Dec 2021 See latest date</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014 Mar 2009</p>	No

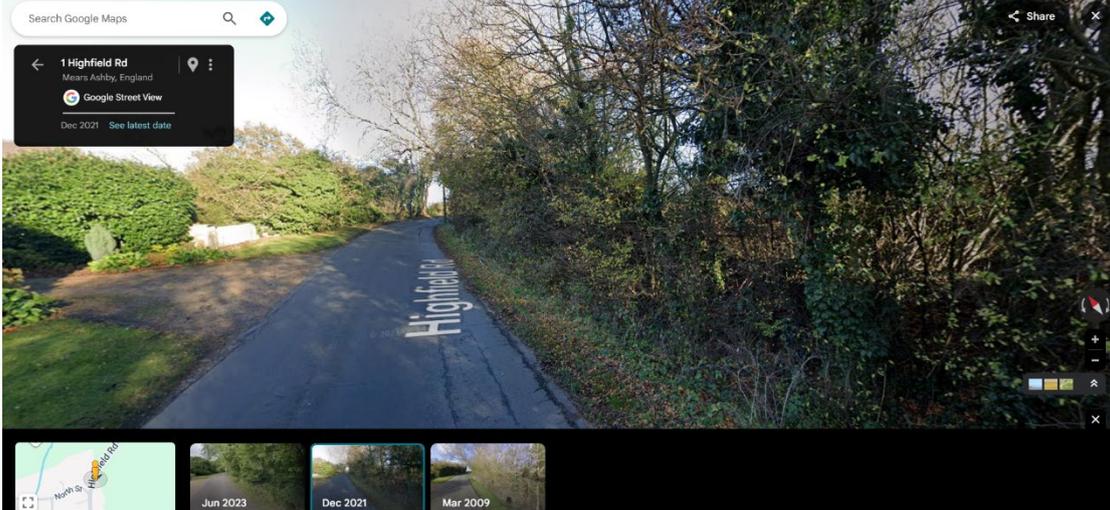


Point	Imagery	Line of Sight
34		No
35		No
36	duplicate	
37		No
38	duplicate	

Point	Imagery	Line of Sight
39	 <p>Search Google Maps</p> <p>1 Highfield Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021</p>	No
40	 <p>Search Google Maps</p> <p>1 Highfield Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021</p>	Yes
41	 <p>Search Google Maps</p> <p>1 Highfield Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021</p>	Yes



Point	Imagery	Line of Sight
42	 <p>Search Google Maps</p> <p>38 Highfield Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	Yes
43	 <p>Search Google Maps</p> <p>38 Highfield Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	Yes
44	 <p>Search Google Maps</p> <p>39 Highfield Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No

Point	Imagery	Line of Sight
45		No
46		Yes
47		Yes



Point	Imagery	Line of Sight
48	 <p>This Google Street View image shows a two-lane asphalt road with 'Wilby Rd' painted in white on the surface. The road is flanked by green fields and a line of trees. A utility pole is visible on the left side. The sky is overcast. The interface includes a search bar at the top, a location card for 'Wilby Rd, England' (last updated Mar 2009), and a history strip at the bottom showing previous views from Jun 2023 and Mar 2009.</p>	Yes
49	 <p>This Google Street View image shows a two-lane asphalt road with 'Wilby Rd' and 'SLOW' painted in white on the surface. A large, leafless tree is in the foreground on the left. The road is bordered by fields and trees. The sky is overcast. The interface includes a search bar at the top, a location card for 'Wilby Rd, England' (last updated Mar 2009), and a history strip at the bottom showing previous views from Jun 2023 and Mar 2009.</p>	Yes
50	 <p>This Google Street View image shows a two-lane asphalt road with 'Wilby Rd' painted in white on the surface. The road is flanked by fields and trees. The sky is overcast. The interface includes a search bar at the top, a location card for 'Wilby Rd, England' (last updated Mar 2009), and a history strip at the bottom showing previous views from Jun 2023 and Mar 2009.</p>	Yes

Point	Imagery	Line of Sight
51		Yes
52		Yes
53		Yes

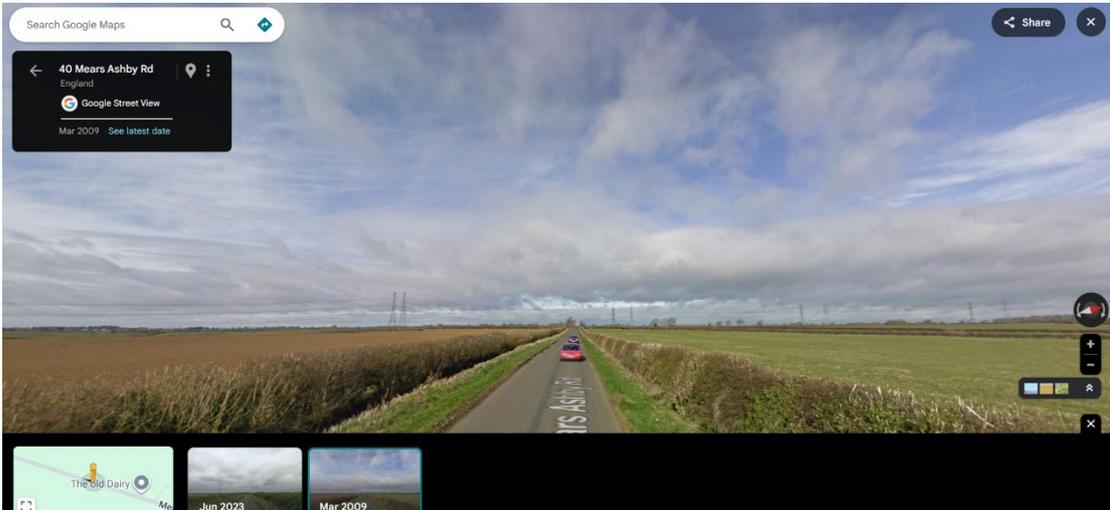


Point	Imagery	Line of Sight
54	 <p>This image shows a Google Street View of a rural road labeled 'Wilby Rd'. The road is paved and has a clear, unobstructed view ahead. The surrounding area consists of open fields and some trees. The interface includes a search bar at the top, a location card for 'Wilby Rd, England' (last updated Mar 2009), and a history strip at the bottom showing previous views from Jun 2023 and Mar 2009.</p>	Yes
55	 <p>This image shows a Google Street View of the same road labeled 'Wilby Rd'. A silver car is visible on the road, positioned towards the right side. The view ahead is clear. The interface elements are consistent with the previous image, including the search bar, location card, and history strip.</p>	Yes
56	 <p>This image shows a Google Street View of the same road labeled 'Wilby Rd'. The view ahead is clear, showing the road stretching into the distance. The interface elements are consistent with the previous images, including the search bar, location card, and history strip.</p>	Yes

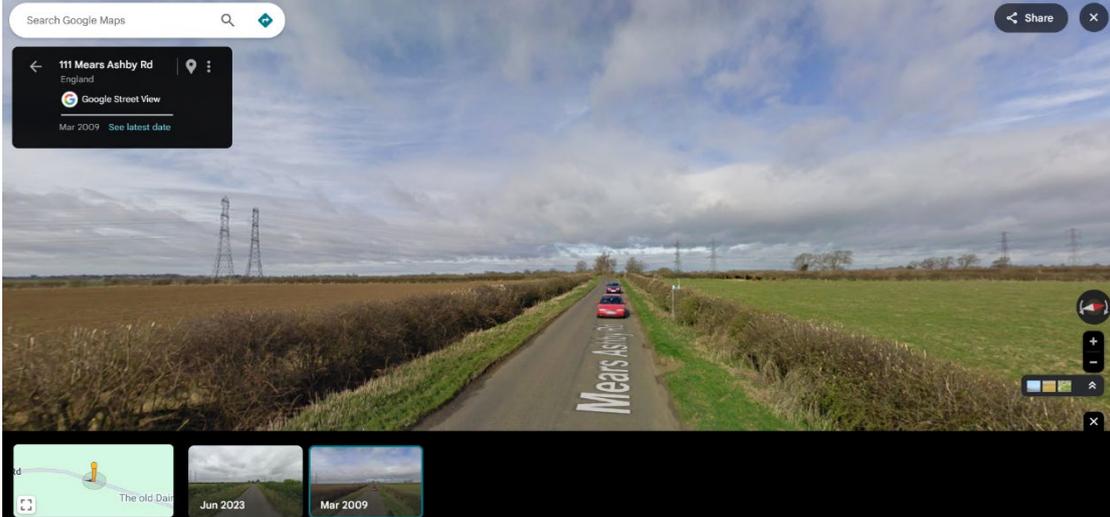


Point	Imagery	Line of Sight
57	 <p>This image shows a Google Street View of a rural road. The road surface is dark asphalt with 'Wilby Rd' painted in white letters. To the left is a green field with a brown hedge. To the right is a grassy verge with several trees. The sky is overcast. The interface includes a search bar at the top, a location card for 'Wilby Rd, England' (last updated Mar 2009), and a history strip at the bottom showing previous views from Jun 2023 and Mar 2009.</p>	Yes
58	 <p>This image shows a Google Street View of a rural road, similar to point 57. The road surface is dark asphalt with 'Wilby Rd' painted in white letters. To the left is a green field with a brown hedge. To the right is a grassy verge with several trees. The sky is overcast. The interface includes a search bar at the top, a location card for 'Wilby Rd, England' (last updated Mar 2009), and a history strip at the bottom showing previous views from Jun 2023 and Mar 2009.</p>	Yes
59	 <p>This image shows a Google Street View of a rural road. The road surface is dark asphalt with 'Wilby Rd' painted in white letters. To the left is a green field with a brown fence. To the right is a grassy verge with several trees. The sky is overcast. The interface includes a search bar at the top, a location card for 'Wilby Rd, England' (last updated Mar 2009), and a history strip at the bottom showing previous views from Jun 2023 and Mar 2009.</p>	Yes

Point	Imagery	Line of Sight
60	 <p>Search Google Maps</p> <p>1 Highfield Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	Yes
61	duplicate	
62	duplicate	
63	 <p>Search Google Maps</p> <p>38 Mears Ashby Rd Wiby, England Google Street View Mar 2009 See latest date</p> <p>Jun 2023 Mar 2009</p>	No
64	 <p>Search Google Maps</p> <p>40 Mears Ashby Rd England Google Street View Mar 2009 See latest date</p> <p>Jun 2023 Mar 2009</p>	No

Point	Imagery	Line of Sight
65	 <p>This image shows a Google Street View of a road labeled 'Mears Ashby Rd'. The road is flanked by green fields and trees. A red car is visible in the distance. The interface includes a search bar, location details for '40 Mears Ashby Rd, England', and a history of previous views from June 2023 and March 2009.</p>	No
66	 <p>This image shows a Google Street View of the same road. The sky is overcast with grey clouds. The road is flanked by brown and green fields. A red car is visible in the distance. The interface includes a search bar, location details for '40 Mears Ashby Rd, England', and a history of previous views from June 2023 and March 2009.</p>	No
67	 <p>This image shows a Google Street View of the same road. The sky is overcast with grey clouds. The road is flanked by brown and green fields. A red car is visible in the distance. The interface includes a search bar, location details for '40 Mears Ashby Rd, England', and a history of previous views from June 2023 and March 2009.</p>	No



Point	Imagery	Line of Sight
68	 <p>This image shows a Google Street View of a road labeled '111 Mears Ashby Rd'. The road is paved and has 'Mears Ashby' written on it. A red car is visible in the distance. The landscape is rural with fields and utility poles under a cloudy sky. The interface includes a search bar, location details, and a history strip at the bottom showing dates: 'The old Date', 'Jun 2023', and 'Mar 2009'.</p>	No
69	 <p>This image shows a Google Street View of a road labeled '111 Mears Ashby Rd'. The road is paved and has 'Mears Ashby' written on it. A red car is visible in the distance. The landscape is rural with fields and utility poles under a cloudy sky. The interface includes a search bar, location details, and a history strip at the bottom showing dates: 'The old Date', 'Jun 2023', and 'Mar 2009'.</p>	No
70	 <p>This image shows a Google Street View of a road labeled '111 Mears Ashby Rd'. The road is paved and has 'Mears Ashby' written on it. A blue arrow is visible on the road surface. The landscape is rural with fields and utility poles under a cloudy sky. The interface includes a search bar, location details, and a history strip at the bottom showing the date 'Jun 2023'.</p>	No

Point	Imagery	Line of Sight
71	 <p>Search Google Maps</p> <p>111 Mears Ashby Rd England Google Street View Mar 2009 See latest date</p> <p>Mears Ashby Rd</p> <p>Jun 2023 Mar 2009</p>	No
72	 <p>Search Google Maps</p> <p>111 Mears Ashby Rd England Google Street View Mar 2009 See latest date</p> <p>Mears Ashby Rd</p> <p>Jun 2023 Mar 2009</p>	No
73	 <p>Search Google Maps</p> <p>111 Mears Ashby Rd England Google Street View Mar 2009 See latest date</p> <p>Mears Ashby Rd</p> <p>Jun 2023 Mar 2009</p>	No

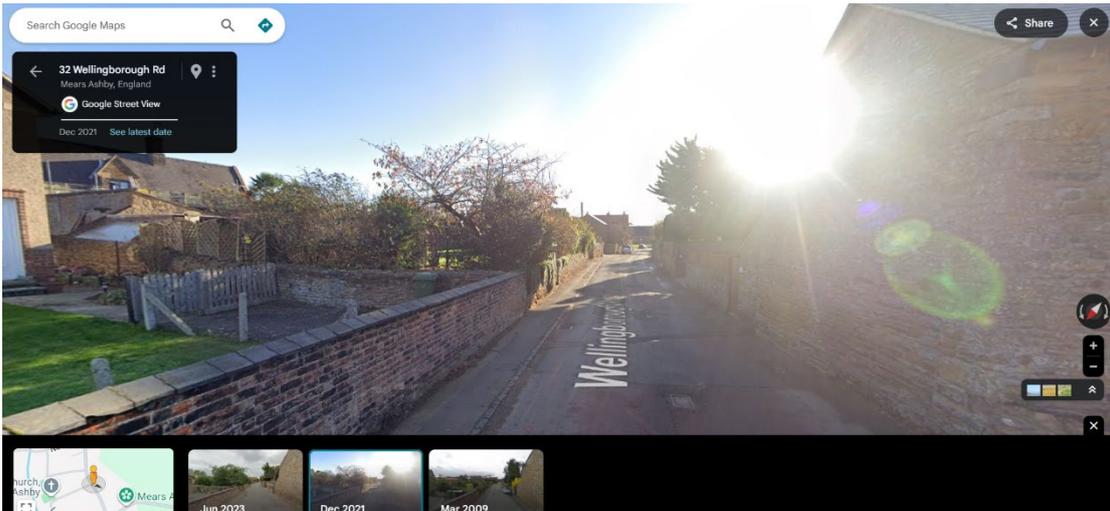


Point	Imagery	Line of Sight
74	 <p>Search Google Maps</p> <p>111 Mears Ashby Rd England Google Street View Mar 2009 See latest date</p> <p>Jun 2023 Mar 2009</p>	Yes
75	 <p>Search Google Maps</p> <p>16 Mears Ashby Rd Wilby, England Google Street View Mar 2009 See latest date</p> <p>Jun 2023 Mar 2009</p>	No
76	 <p>Search Google Maps</p> <p>12 Wilby Rd Mears Ashby, England Google Street View Dec 2021 See more dates</p> <p>Google Maps</p>	No



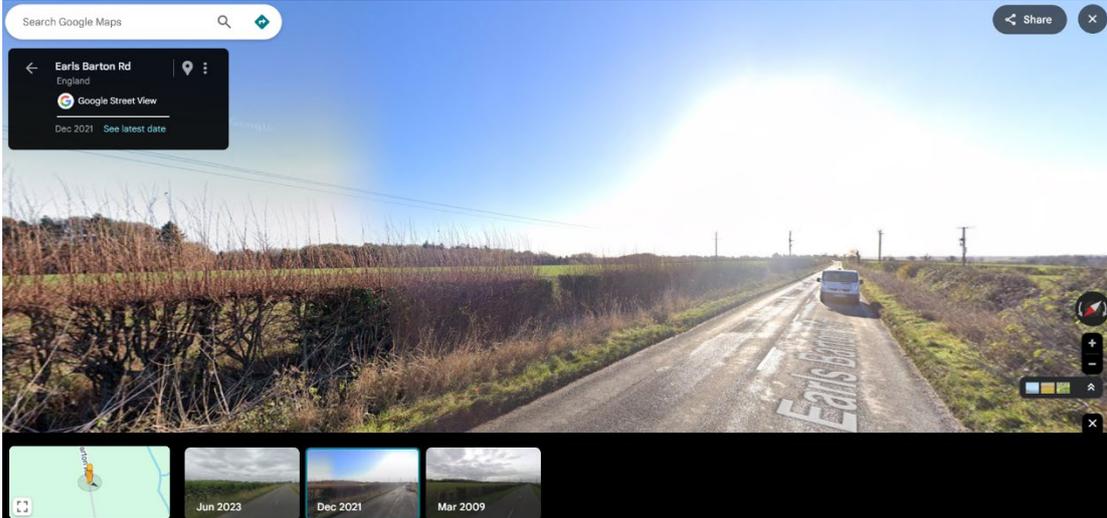
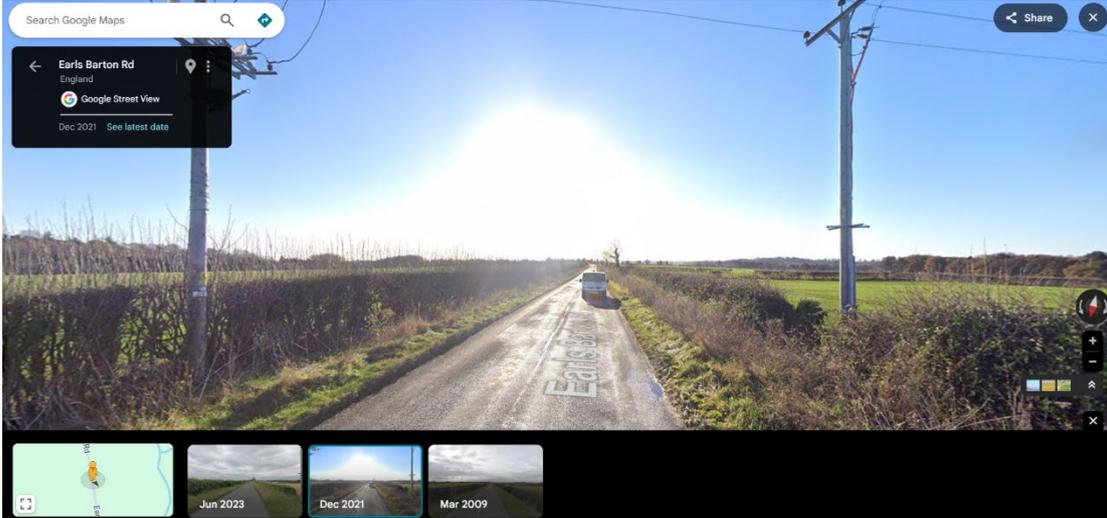
Point	Imagery	Line of Sight
77	 <p>A Google Street View image of 12 Wilby Rd. The road is paved and curves to the right. On the left side, there is a grassy field with some trees in the background. On the right side, there are more trees and a brick wall. The sky is clear and blue. The image includes a search bar at the top, a location card for '12 Wilby Rd, Mears Ashby, England', and a small map inset at the bottom left.</p>	No
78	 <p>A Google Street View image of 12 Wilby Rd. The road is paved and curves to the right. Both sides of the road are heavily lined with trees and bushes, creating a narrow, wooded appearance. The sky is clear and blue. The image includes a search bar at the top, a location card for '12 Wilby Rd, Mears Ashby, England', and a small map inset at the bottom left.</p>	No
79	 <p>A Google Street View image of 12 Wilby Rd. The road is paved and curves to the right. On the left side, there is a brick wall. On the right side, there is a brick building with a red tiled roof and a skylight. The sky is clear and blue. The image includes a search bar at the top, a location card for '12 Wilby Rd, Mears Ashby, England', and a small map inset at the bottom left.</p>	No

Point	Imagery	Line of Sight
80		No
81		No
82		No

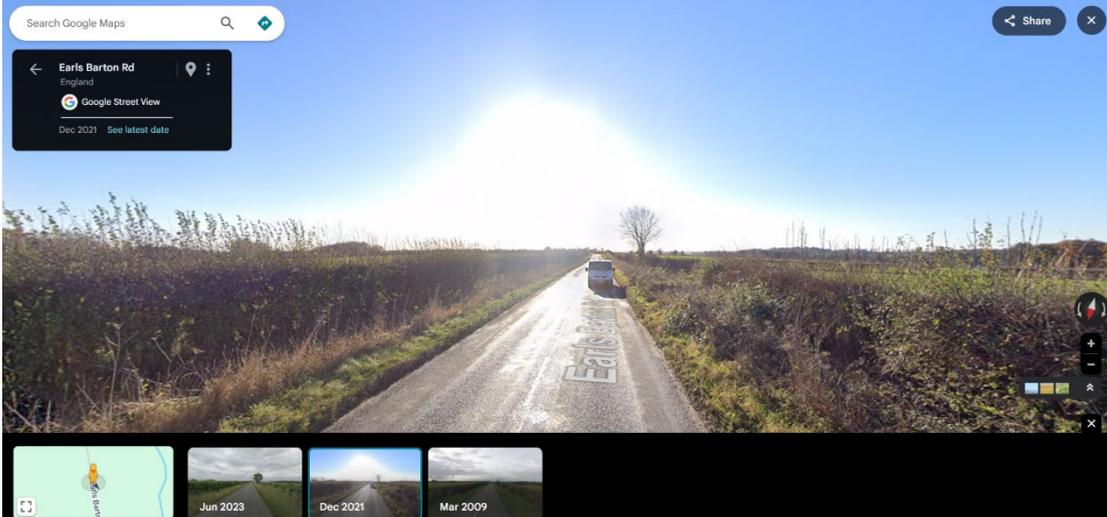
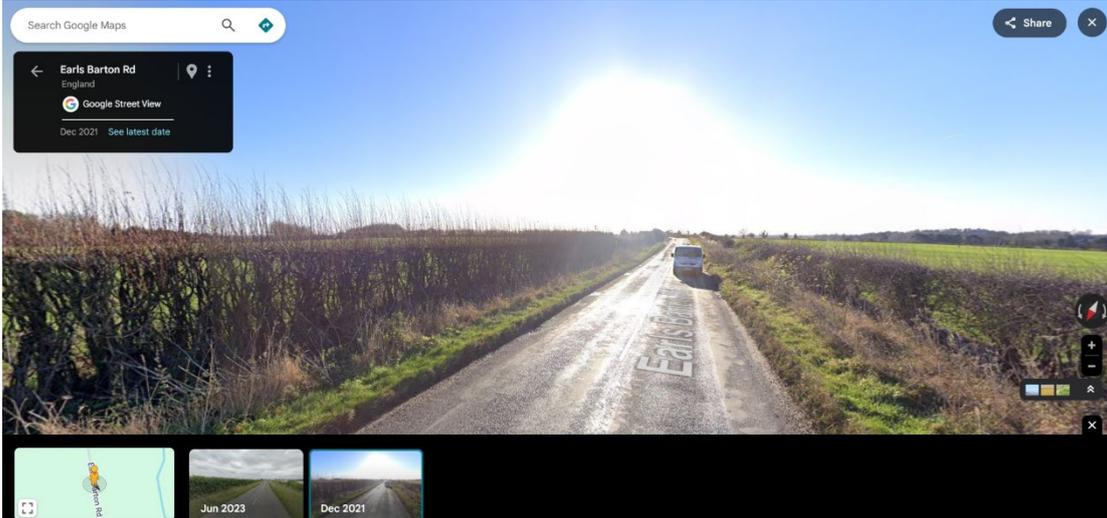
Point	Imagery	Line of Sight
83	 <p>Search Google Maps</p> <p>52 Wellingborough Rd Mears Ashby, England</p> <p>Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No
84	 <p>Search Google Maps</p> <p>42 Wellingborough Rd Mears Ashby, England</p> <p>Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No
85	 <p>Search Google Maps</p> <p>32 Wellingborough Rd Mears Ashby, England</p> <p>Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No



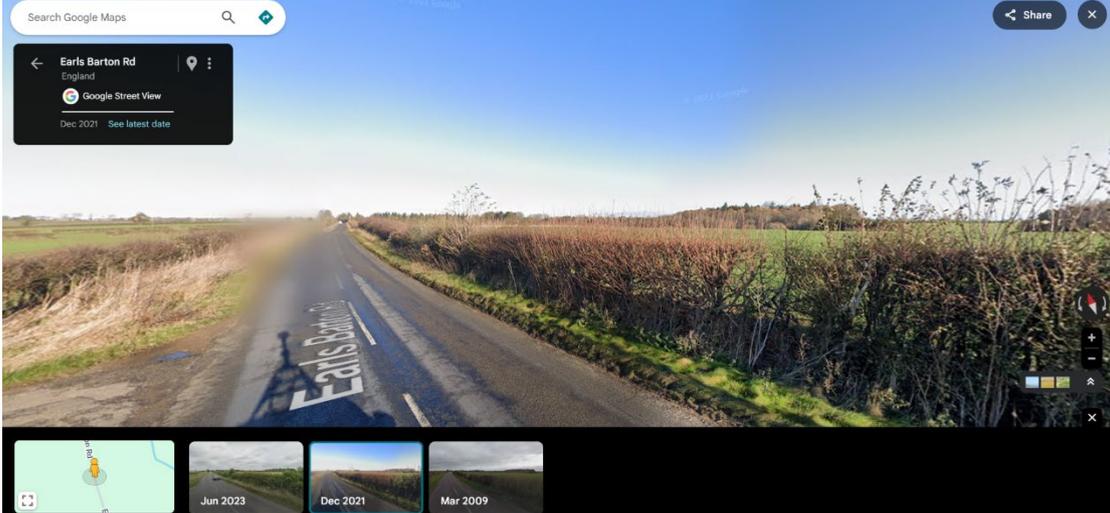
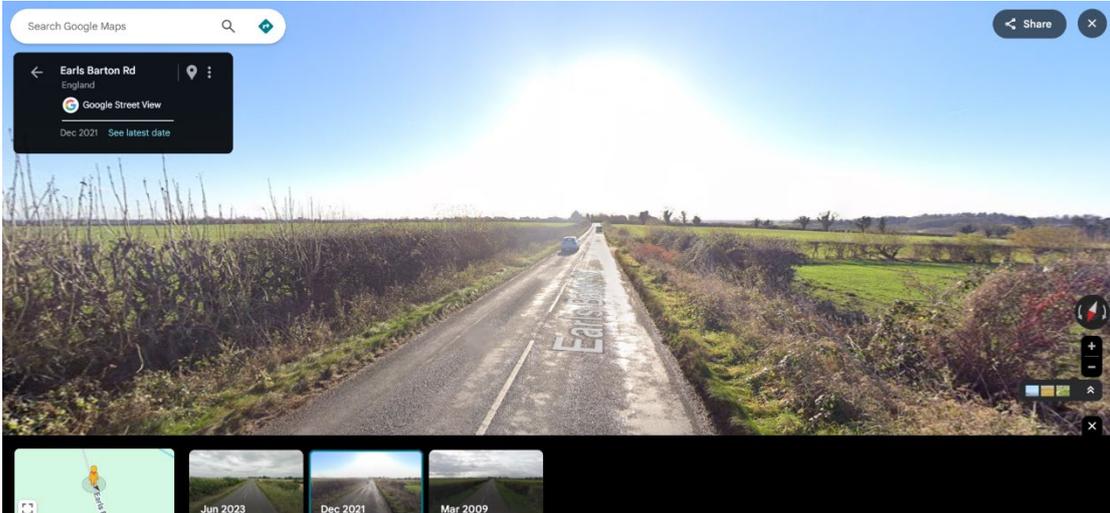
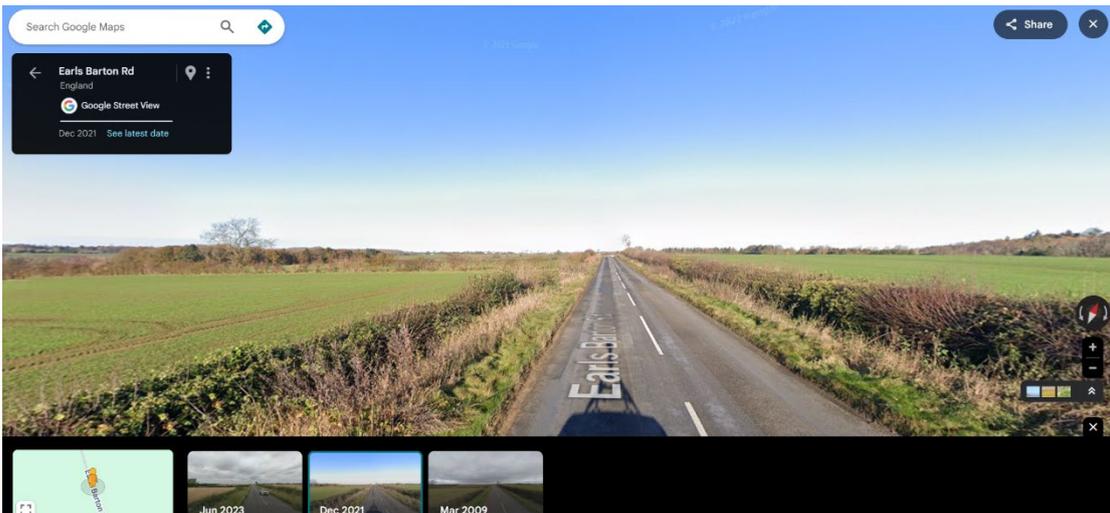
Point	Imagery	Line of Sight
86		No
87		No
88		No

Point	Imagery	Line of Sight
89		No
90		No
91		No

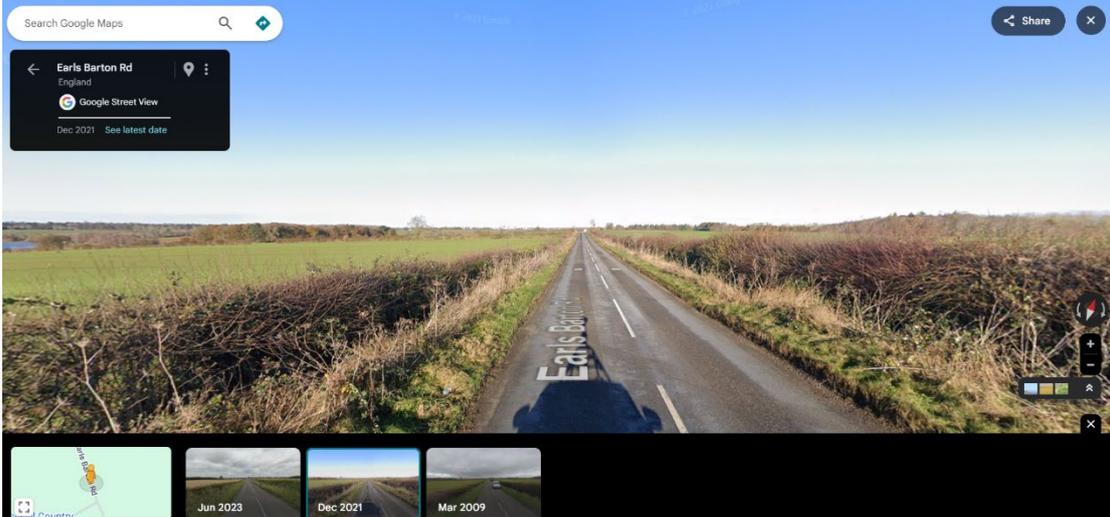
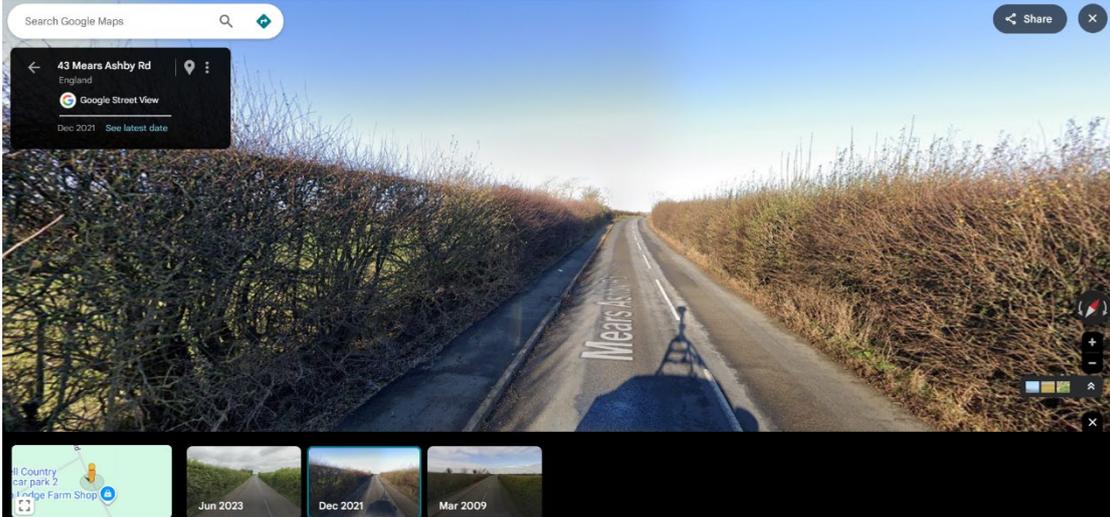


Point	Imagery	Line of Sight
92	 <p>Search Google Maps</p> <p>Earls Barton Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No
93	 <p>Search Google Maps</p> <p>Earls Barton Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021</p>	No
94	 <p>Search Google Maps</p> <p>Earls Barton Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No



Point	Imagery	Line of Sight
95	 <p>This image shows a Google Street View of Earls Barton Rd. The road is a two-lane asphalt road with white dashed lines. The road name 'Earls Barton' is painted on the surface. The road is flanked by tall, dry grasses and hedges. The sky is clear and blue. The image includes a search bar at the top, a location card for 'Earls Barton Rd, England', and a history bar at the bottom with thumbnails for Jun 2023, Dec 2021, and Mar 2009.</p>	Yes
96	 <p>This image shows a Google Street View of Earls Barton Rd. The road is a two-lane asphalt road with white dashed lines. The road name 'Earls Barton' is painted on the surface. The road is flanked by tall, dry grasses and hedges. The sky is clear and blue. The image includes a search bar at the top, a location card for 'Earls Barton Rd, England', and a history bar at the bottom with thumbnails for Jun 2023, Dec 2021, and Mar 2009.</p>	Yes
97	 <p>This image shows a Google Street View of Earls Barton Rd. The road is a two-lane asphalt road with white dashed lines. The road name 'Earls Barton' is painted on the surface. The road is flanked by tall, dry grasses and hedges. The sky is clear and blue. The image includes a search bar at the top, a location card for 'Earls Barton Rd, England', and a history bar at the bottom with thumbnails for Jun 2023, Dec 2021, and Mar 2009.</p>	Yes



Point	Imagery	Line of Sight
98		Yes
99		Yes
100	duplicate	
101		No

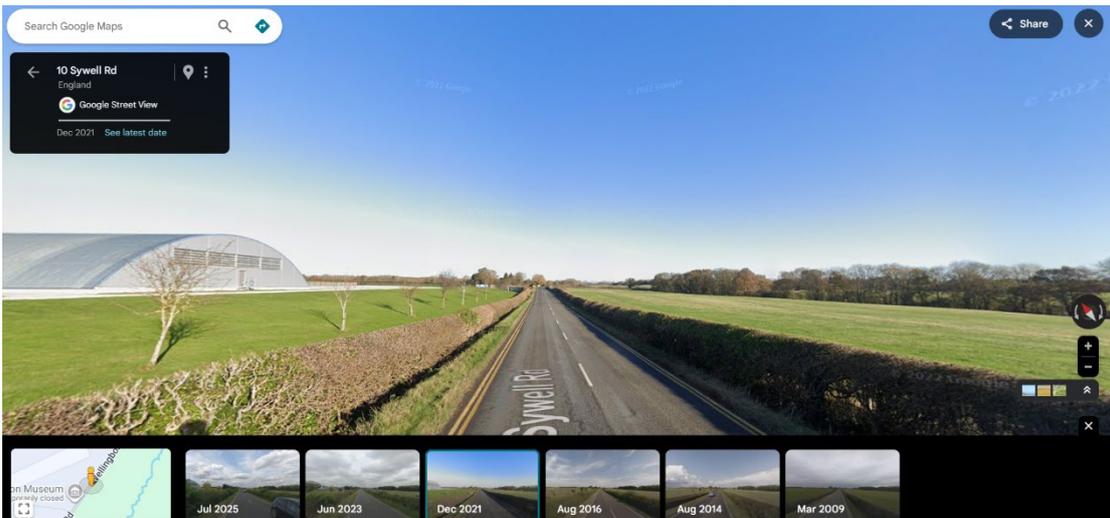
Point	Imagery	Line of Sight
102	 <p>Search Google Maps</p> <p>67 Mears Ashby Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No
103	 <p>Search Google Maps</p> <p>65 Mears Ashby Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No
104	 <p>Search Google Maps</p> <p>53 Mears Ashby Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No

Point	Imagery	Line of Sight
105		No
106		No
107		No

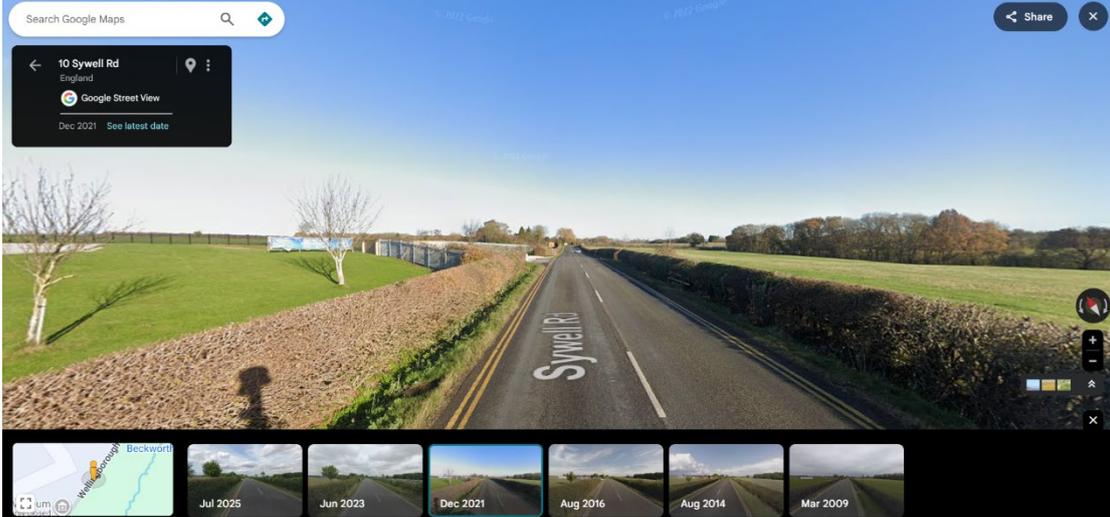
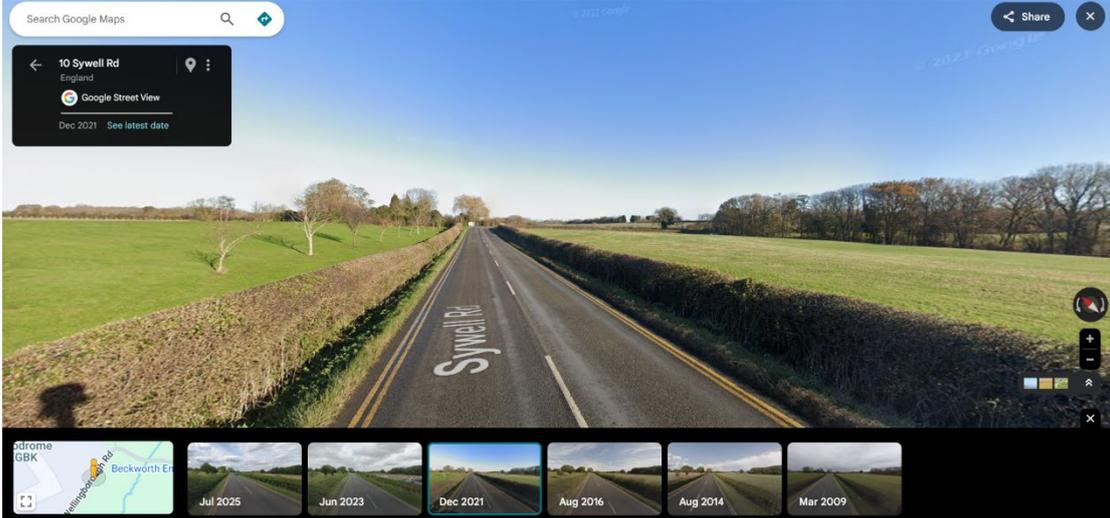


Point	Imagery	Line of Sight
108	 <p>Search Google Maps</p> <p>19 Mears Ashby Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No
109	 <p>Search Google Maps</p> <p>11 Mears Ashby Rd England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No
110	 <p>Search Google Maps</p> <p>5 Mears Ashby Rd Earls Barton, England Google Street View Dec 2021 See latest date</p> <p>Jun 2023 Dec 2021 Mar 2009</p>	No

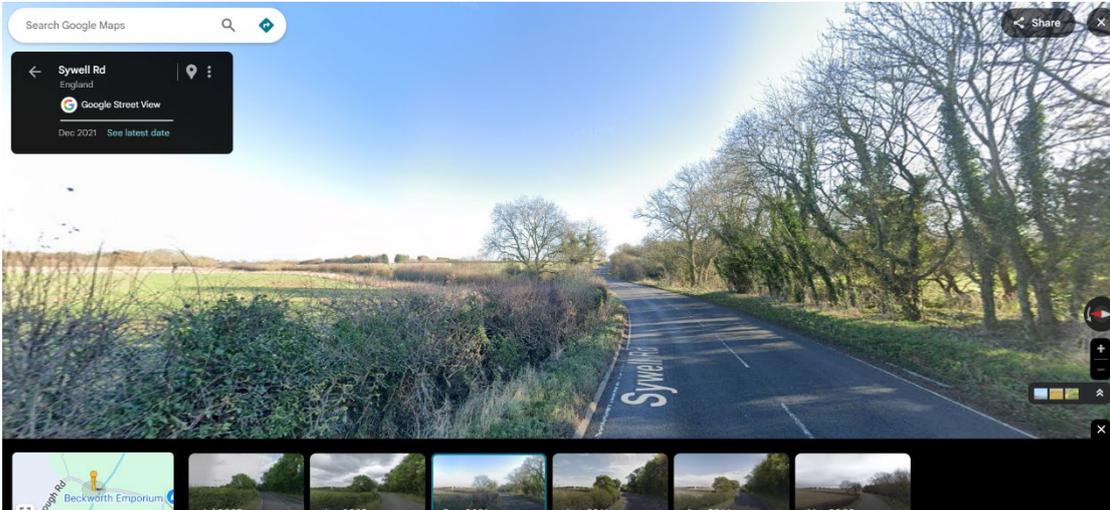


Point	Imagery	Line of Sight
111	 <p>Search Google Maps</p> <p>Earls Barton, England</p> <p>Google Street View</p> <p>Dec 2021 See more dates</p> <p>Main Rd</p> <p>Lodge Vineyard</p> <p>Google Maps</p>	No
112	 <p>Search Google Maps</p> <p>399 Mears Ashby Rd</p> <p>Earls Barton, England</p> <p>Google Street View</p> <p>Mar 2009 See latest date</p> <p>Main Rd</p> <p>Lodge Vineyard</p> <p>Jun 2023</p> <p>Mar 2009</p>	No
113	 <p>Search Google Maps</p> <p>10 Sywell Rd</p> <p>England</p> <p>Google Street View</p> <p>Dec 2021 See latest date</p> <p>Main Rd</p> <p>Lodge Vineyard</p> <p>Jul 2025</p> <p>Jun 2023</p> <p>Dec 2021</p> <p>Aug 2016</p> <p>Aug 2014</p> <p>Mar 2009</p>	No

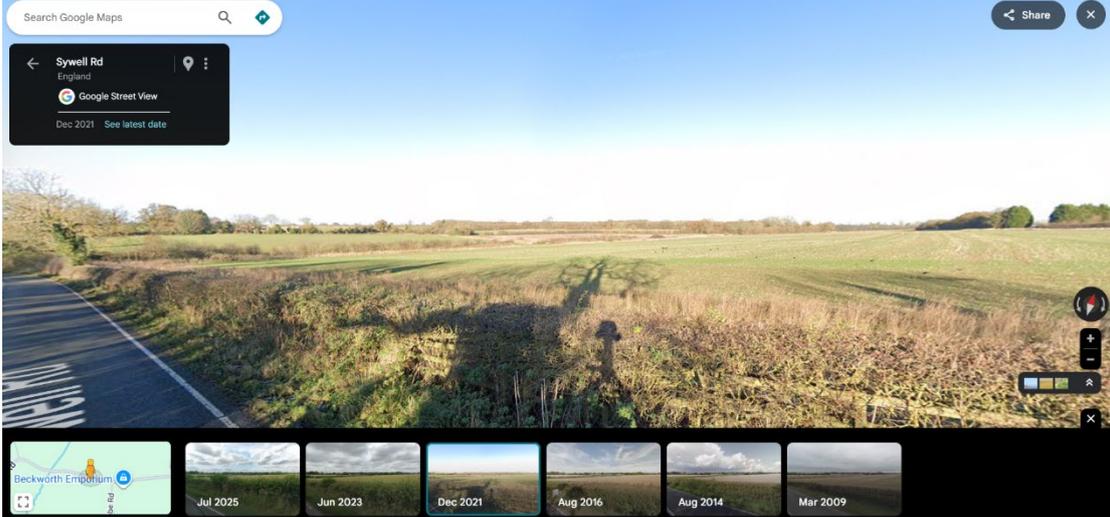


Point	Imagery	Line of Sight
114		No
115		No
116		Yes



Point	Imagery	Line of Sight
117	 <p>This image shows a Google Street View of a road curving through a rural landscape. The road is paved and has 'Sywell Rd' written on it. The surrounding area consists of green fields and a line of trees in the distance. The sky is clear and blue. The interface includes a search bar at the top, a location card for 'Sywell Rd, England', and a history strip at the bottom with dates: Jul 2025, Jun 2023, Dec 2021, Aug 2016, Aug 2014, and Mar 2009.</p>	Yes
118	 <p>This image shows a Google Street View of a road lined with trees and a hedge. The road is paved and has 'Sywell Rd' written on it. The surrounding area consists of green fields and a line of trees in the distance. The sky is clear and blue. The interface includes a search bar at the top, a location card for 'Sywell Rd, England', and a history strip at the bottom with dates: Jul 2025, Jun 2023, Dec 2021, Aug 2016, Aug 2014, and Mar 2009.</p>	Yes
119	 <p>This image shows a Google Street View of a road with a hedge and trees in the foreground. The road is paved and has 'Sywell Rd' written on it. The surrounding area consists of green fields and a line of trees in the distance. The sky is clear and blue. The interface includes a search bar at the top, a location card for 'Sywell Rd, England', and a history strip at the bottom with dates: Jul 2025, Jun 2023, Dec 2021, Aug 2016, Aug 2014, and Mar 2009.</p>	Yes



Point	Imagery	Line of Sight
120	 <p>Search Google Maps</p> <p>Sywell Rd England</p> <p>Google Street View Dec 2021 See latest date</p> <p>Beckworth Emporium</p> <p>Jul 2025 Jun 2023 Dec 2021 Aug 2016 Aug 2014 Mar 2009</p>	Yes
121	 <p>Search Google Maps</p> <p>240 Moonshine Gap England</p> <p>Google Street View Jul 2025 See more dates</p> <p>Beckworth Emporium</p> <p>Google Maps</p>	Yes
122	 <p>Search Google Maps</p> <p>120 Glebe Rd England</p> <p>Google Street View Dec 2021 See more dates</p> <p>Beckworth Emporium</p> <p>Google Maps</p>	No

Point	Imagery	Line of Sight
123		No
124		Yes
125		Yes
126	duplicate	

Point	Imagery	Line of Sight
127	 <p>Search Google Maps</p> <p>Sywell Rd England Google Street View Mar 2009 See more dates</p> <p>Cricket Club Witby Rd Mears</p> <p>Google Maps</p>	No
128	 <p>Search Google Maps</p> <p>73 Easton Way Grendon, England Google Street View May 2023 See more dates</p> <p>Google Maps</p>	No
129	 <p>Search Google Maps</p> <p>73 Easton Way Grendon, England Google Street View May 2023 See more dates</p> <p>Google Maps</p>	No



Point	Imagery	Line of Sight
130	 <p>This Google Street View image shows a clear, unobstructed view down Easton Way. The road is a two-lane asphalt road with a white dashed center line. The road name 'Easton Way' is painted in white on the asphalt. The road is flanked by green grass and hedges. In the distance, there are green fields and a few trees under a cloudy sky. The Google Maps interface is visible at the top and bottom of the image, showing the location as 90 Easton Way, Grendon, England.</p>	Yes
131	 <p>This Google Street View image shows a view down Easton Way. The road is a two-lane asphalt road with a white dashed center line. The road name 'Easton Way' is painted in white on the asphalt. The road is flanked by green grass and hedges. In the distance, there are green fields and a few trees under a cloudy sky. A utility pole is visible on the right side of the road. The Google Maps interface is visible at the top and bottom of the image, showing the location as 175 Easton Way, Grendon, England.</p>	No
132	 <p>This Google Street View image shows a view down Easton Way. The road is a two-lane asphalt road with a white dashed center line. The road name 'Easton Way' is painted in white on the asphalt. The road is flanked by green grass and hedges. In the distance, there are green fields and a few trees under a cloudy sky. A utility pole is visible on the right side of the road. The Google Maps interface is visible at the top and bottom of the image, showing the location as 175 Easton Way, Grendon, England.</p>	No



Point	Imagery	Line of Sight
133	 <p>This image shows a gravel driveway leading to a blue barn and a house. A large green hedge is in the foreground. The sky is overcast. The Google Maps interface shows the location as 175 Easton Way, Grendon, England.</p>	No
134	 <p>This image shows a paved road with 'Easton Way' written on it. The road is flanked by green fields and hedges. The sky is overcast. The Google Maps interface shows the location as 185 Easton Way, England.</p>	No
135	 <p>This image shows a paved road with 'Easton Way' written on it. The road is flanked by green fields and hedges. The sky is overcast. The Google Maps interface shows the location as 185 Easton Way, England.</p>	No



Point	Imagery	Line of Sight
136	 <p>This Google Street View image shows a narrow asphalt road with 'Easton Way' painted on it. To the right, there is a brick wall topped with a stone coping, followed by a dense line of trees. To the left, there is a grassy field with a wooden fence. The sky is overcast.</p>	No
137	 <p>This Google Street View image shows a similar road to point 136. The road has 'Easton Way' painted on it. To the right, there is a tall, dense hedge. To the left, there is a grassy field. The sky is overcast.</p>	Yes
138	 <p>This Google Street View image shows a similar road to point 137. The road has 'Easton Way' painted on it. To the right, there is a tall, dense hedge. To the left, there is a grassy field. The sky is overcast.</p>	Yes



Point	Imagery	Line of Sight
139		Yes
140		Yes
141		Yes

Point	Imagery	Line of Sight
142	 <p>This Google Street View image shows a road junction. The road on the right is paved and has 'Easton Way' written on it. The road on the left is unpaved. The surrounding area is green with grass and some trees. The sky is overcast.</p>	Yes
143	 <p>This Google Street View image shows a straight road through a rural landscape. The road is paved and has a white dashed line down the center. The surrounding area is green with grass and some trees. The sky is blue with some clouds.</p>	No
144	 <p>This Google Street View image shows a road lined with trees and a stone wall. The road is paved and has a white dashed line down the center. The surrounding area is green with grass and some trees. The sky is blue with some clouds.</p>	No



Point	Imagery	Line of Sight
145		Yes
146		No
147		No
148	Duplicate	

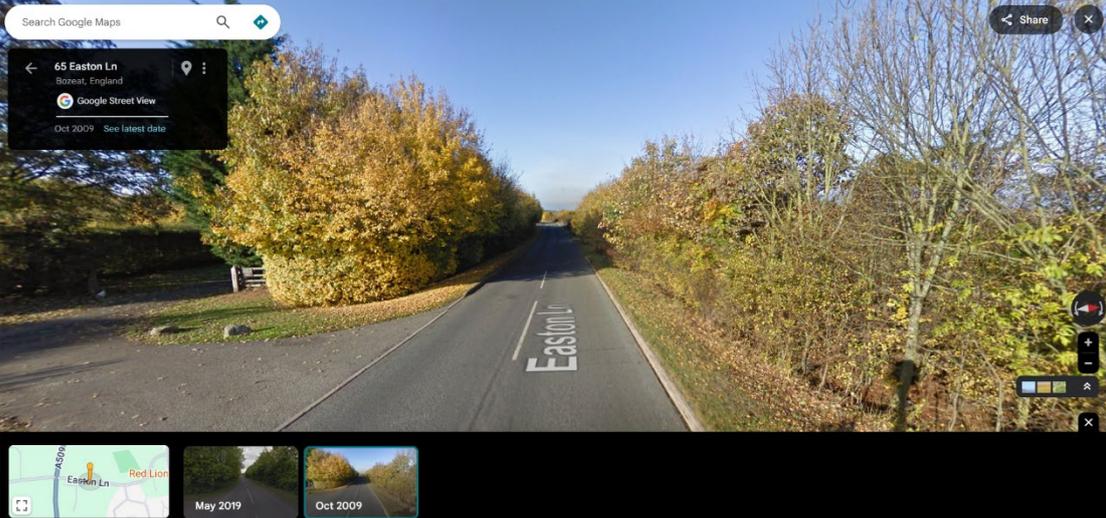


Point	Imagery	Line of Sight
149	 <p>This Google Street View image shows a road junction in a rural landscape. The road is paved and leads to a junction with a stone wall on the left and a tree on the right. The sky is overcast with grey clouds. The interface includes a search bar at the top, a location card for 'England' with 'Google Street View' and 'May 2019' below it, and a small map inset in the bottom left corner.</p>	Yes
150	 <p>This Google Street View image shows a straight road through green fields. The road is paved with a white dashed line down the center. The fields are lush green and bordered by hedges. The sky is overcast with grey clouds. The interface includes a search bar at the top, a location card for 'England' with 'Google Street View' and 'May 2019' below it, and a small map inset in the bottom left corner.</p>	Yes
151	 <p>This Google Street View image shows a road through green fields. The road is paved with a white dashed line down the center. The fields are lush green and bordered by hedges. The sky is overcast with grey clouds. The interface includes a search bar at the top, a location card for 'England' with 'Google Street View' and 'May 2019' below it, and a small map inset in the bottom left corner.</p>	Yes



Point	Imagery	Line of Sight
152	 <p>This image shows a Google Street View of a road. On the left side, there is a well-maintained green hedge. The road surface is dark asphalt with a white dashed line. The sky is filled with heavy, grey clouds. In the background, there are green fields and some distant buildings. The Google Maps interface is visible at the top and bottom of the image, including a search bar, location information for 'Easton Ln, Bozeat, England', and a small inset map in the bottom left corner.</p>	Yes
153	 <p>This image shows a Google Street View of a road. On the left side, there is a green hedge. The road has 'Easton Ln' painted on it in white. The sky is dramatic, with a sunset or sunrise low on the horizon, casting a warm glow. The Google Maps interface is visible at the top and bottom of the image.</p>	Yes
154	 <p>This image shows a Google Street View of a road. On the left side, there is a green hedge. The road has 'Easton Ln' painted on it in white. The sky is cloudy. A large tree is visible on the right side of the road. The Google Maps interface is visible at the top and bottom of the image.</p>	Yes



Point	Imagery	Line of Sight
155		Yes
156		No
157		No
158	No imagery available	

Point	Imagery	Line of Sight
159	 <p>This Google Street View image shows a road junction. A paved road on the left curves around a central grassy area with a wooden fence. A road on the right continues straight ahead. The area is heavily wooded with tall trees. The sky is overcast. The interface includes a search bar at the top, a location card for 'England' dated 'Aug 2009', and a small map inset at the bottom left showing the location 'Oakfield'.</p>	No
160	 <p>This Google Street View image shows a narrow, straight road lined with dense trees and bushes on both sides. A wooden fence runs along the right side of the road. The sky is cloudy. The interface includes a search bar at the top, a location card for 'England' dated 'May 2019', and a small map inset at the bottom left showing the location 'Oakfield'.</p>	No
161	 <p>This Google Street View image shows a narrow, straight road lined with dense trees and bushes on both sides. A wooden fence runs along the right side of the road. The sky is cloudy. The interface includes a search bar at the top, a location card for 'England' dated 'May 2019', and a small map inset at the bottom left showing the location 'Oakfield'.</p>	No

Point	Imagery	Line of Sight
162	 <p>This Google Street View image shows a narrow, paved road. On the right side, there is a large, multi-story brick house with a gabled roof. The road is bordered by a wooden fence and dense green foliage. On the left side, there are more trees and bushes. The sky is overcast. The image includes a search bar at the top, a location indicator for 'England' with a date of 'May 2019', and a small map inset at the bottom left.</p>	No
163	 <p>This Google Street View image shows a dirt road. On the right side, there is a wooden fence and a small building. The road is bordered by trees and a grassy area. On the left side, there are more trees and a grassy area. The sky is overcast. The image includes a search bar at the top, a location indicator for 'England' with a date of 'May 2019', and a small map inset at the bottom left.</p>	No
164	 <p>This Google Street View image shows a road with several cars parked on the side. On the right side, there is a silver car and a white car. On the left side, there is a silver car. The road is bordered by grass and trees. In the background, there are houses. The sky is overcast. The image includes a search bar at the top, a location indicator for 'England' with a date of 'May 2019', and a small map inset at the bottom left.</p>	No

Point	Imagery	Line of Sight
165	 <p>This Google Street View image shows a paved road curving to the right. On the left side of the road, there is a low stone wall and a grassy field. On the right side, there is a large, two-story stone house with a chimney. The sky is overcast with grey clouds. The Google Maps interface is visible at the top and bottom of the image, showing the location as Easton Mauditt.</p>	No
166	 <p>This Google Street View image shows a narrow, paved road between two rows of stone buildings. The buildings have red-tiled roofs and small windows. The road appears to be in a village or farmstead. The sky is overcast. The Google Maps interface is visible at the top and bottom, showing the location as Manor Farm Riding Centre.</p>	No
167	 <p>This Google Street View image shows a paved road curving to the right through a large green field. There are some trees and a stone wall on the left side of the road. The sky is overcast with grey clouds. The Google Maps interface is visible at the top and bottom, showing the location as Easton Mauditt.</p>	No



Point	Imagery	Line of Sight
168	 <p>This image shows a straight, paved road cutting through lush green agricultural fields. The sky is filled with heavy, grey clouds. In the distance, several electricity pylons are visible against the horizon. The image is presented as a Google Maps Street View capture, with a search bar at the top and a location card on the left.</p>	Yes
169	 <p>This image shows a paved road that curves gently to the right through green fields. The sky is overcast with grey clouds. A single electricity pylon is prominent in the distance. The image is a Google Maps Street View capture with standard UI elements.</p>	Yes
170	 <p>This image shows a paved road curving to the right through green fields. Multiple power lines run across the top of the frame. The sky is cloudy. The image is a Google Maps Street View capture with standard UI elements.</p>	Yes



Point	Imagery	Line of Sight
171	 <p>This image shows a dirt road winding through lush green fields. In the background, a large electricity pylon is visible against a cloudy sky. The image is a Google Street View capture with standard UI elements like a search bar and navigation controls.</p>	Yes
172	 <p>This image shows a dirt road with a large, leafless tree on the left side. The road is flanked by green fields. The sky is overcast. This is also a Google Street View capture with standard UI elements.</p>	Yes
173	 <p>This image shows a dirt road with a tractor visible in the distance on the left side. The road is flanked by green fields. The sky is overcast. This is also a Google Street View capture with standard UI elements.</p>	Yes



Point	Imagery	Line of Sight
174	 <p>This Google Street View image shows a paved road curving to the right through a rural landscape. The road surface is light-colored with some darker patches. To the left is a green field, and to the right is a tall green hedge. The sky is overcast with grey clouds. The Google Maps interface is visible at the top and bottom of the image.</p>	Yes
175	 <p>This Google Street View image shows a paved road curving to the right. A tall, dense green hedge runs along the right side of the road, partially obscuring the view. The left side is a green field. The sky is overcast. The Google Maps interface is visible at the top and bottom of the image.</p>	No
176	 <p>This Google Street View image shows a paved road curving to the right. A tall green hedge runs along the right side of the road, with several trees in front of it, further obscuring the view. The left side is a green field. The sky is overcast. The Google Maps interface is visible at the top and bottom of the image.</p>	No

Point	Imagery	Line of Sight
177		Yes
178	Duplicate of 142	
179		Driveway
180		Driveway
181		Driveway
182		Driveway
183		Yes

Point	Imagery	Line of Sight
184	 <p>This Google Street View image shows a two-lane asphalt road stretching into the distance. On the left side of the road, there is a dense line of tall, leafy trees. On the right side, there is a large, flat green field. The sky is filled with soft, grey clouds. The image includes standard Google Maps UI elements like a search bar, location controls, and a small inset map in the bottom left corner.</p>	Yes
185	 <p>This Google Street View image shows a two-lane asphalt road. To the left of the road is a green field with some trees in the background. To the right is a long, straight green hedge. The sky is overcast with grey clouds. The image includes standard Google Maps UI elements.</p>	Yes
186	 <p>This Google Street View image shows a two-lane asphalt road. Both sides of the road are green fields. There are a few scattered trees in the distance. The sky is overcast with grey clouds. The image includes standard Google Maps UI elements.</p>	Yes



Point	Imagery	Line of Sight
187	 <p>This Google Street View image shows a two-lane asphalt road stretching into the distance. On the right side of the road, there is a large, mature tree with dense green foliage. The left side of the road is a grassy verge. The sky is overcast with grey clouds. The Google Maps interface is visible at the top and bottom of the image.</p>	Yes
188	 <p>This Google Street View image shows a two-lane asphalt road. On the left side, there is a utility pole. The road is flanked by green fields. The sky is cloudy. The Google Maps interface is visible at the top and bottom of the image.</p>	Yes
189	 <p>This Google Street View image shows a road with a prominent hedge in the foreground. The road leads into a green field. The sky is cloudy. The Google Maps interface is visible at the top and bottom of the image.</p>	Yes



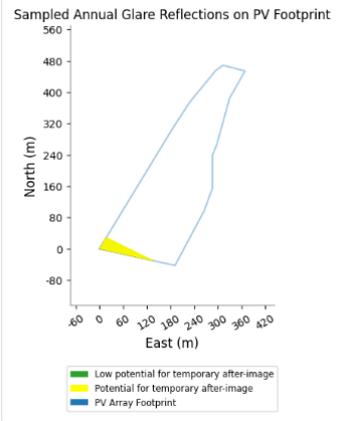
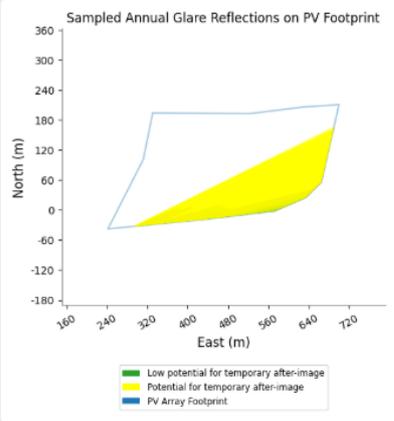
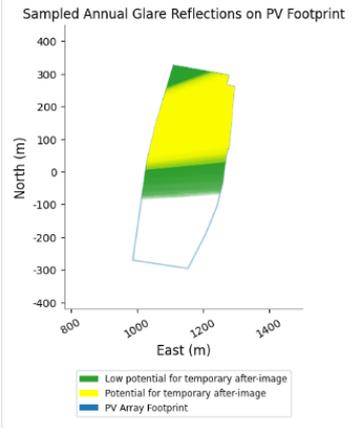
Point	Imagery	Line of Sight
190	 A Google Street View image showing a paved road on the right side, bordered by a green hedge. A large, leafless tree stands in the middle ground. The background consists of green fields under a cloudy sky. The image includes a search bar at the top left, a 'Share' button at the top right, a 'Google Street View' panel on the left, and a small map inset at the bottom left. The 'Google Maps' logo is visible at the bottom center.	Yes



Appendix B: Route 1 Modelling Results

Route 1 - Fixed Panel Modelling Results

Table B.1: Route 1 - Fixed Panel Modelled Results

Modelled Point	Results
<p style="text-align: center; font-size: 24pt; font-weight: bold;">1</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p>  </div> <div style="text-align: center;"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>Green Hill C PV3:</p>  </div> <div style="text-align: center;"> <p>Green Hill D PV1:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p style="text-align: center; font-size: 24pt; font-weight: bold;">2</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

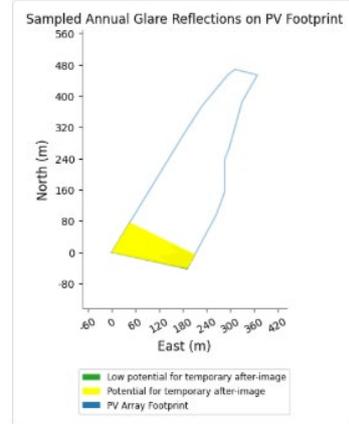


Modelled Point	Results
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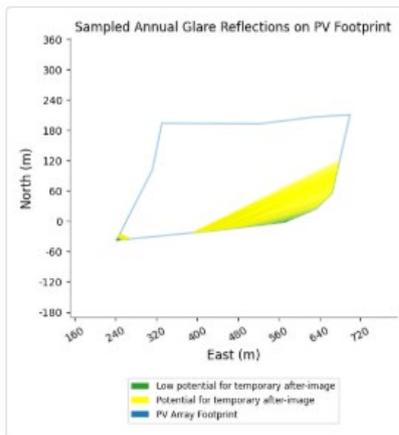
50° FOV:



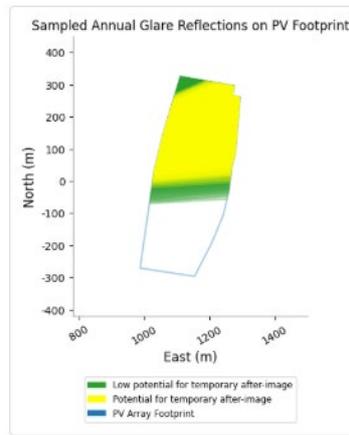
Green Hill C PV1:



Green Hill C PV3:



Green Hill D PV1:



As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.

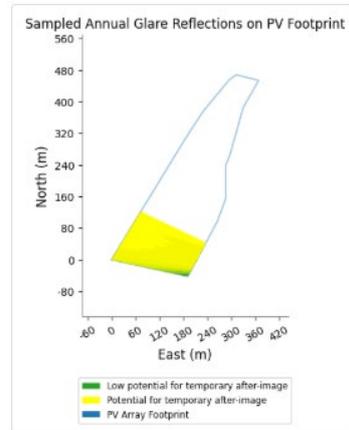
Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:

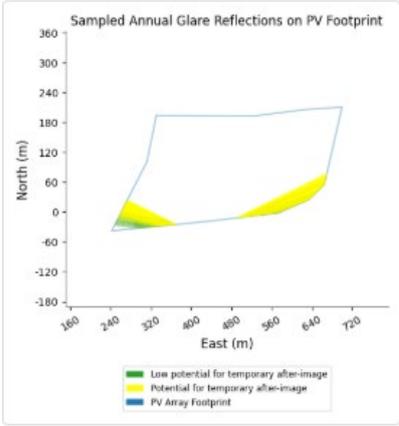
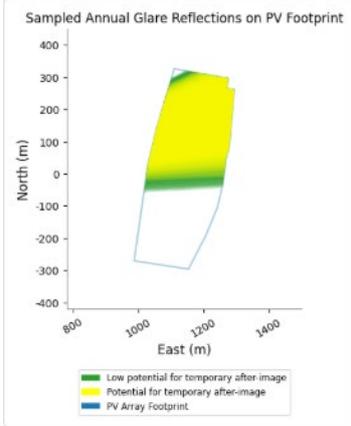
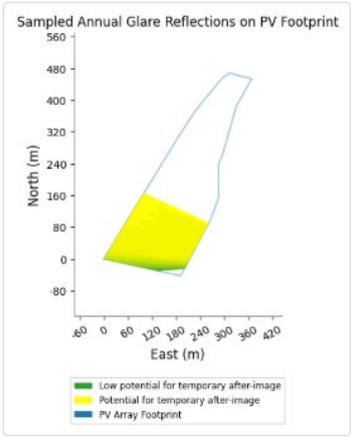
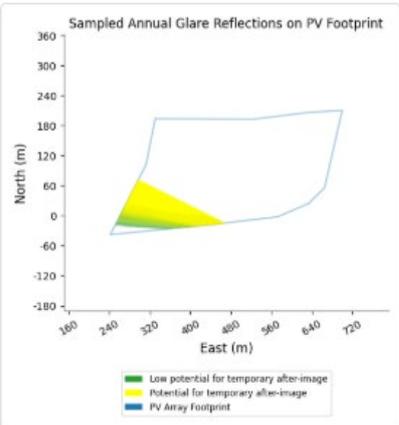
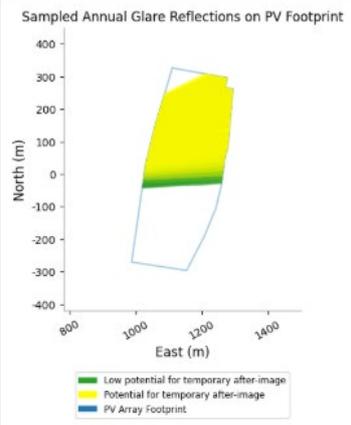


Green Hill C PV1:



3



Modelled Point	Results	
	<p>Green Hill C PV3:</p> 	<p>Green Hill D PV1:</p> 
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p> <p>Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="359 1064 837 1534"> <p>50° FOV:</p>  </div> <div data-bbox="917 1064 1364 1534"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="359 1534 837 2038"> <p>Green Hill C PV3:</p>  </div> <div data-bbox="917 1534 1364 2038"> <p>Green Hill D PV1:</p>  </div> </div>	

4



Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p>116</p>	<p>Glare is predicted from PV1 to PV3 Green Hill C, and PV1 Green Hill D.</p> <p>It is noted that Point 116 is outside the 1km screening distance of Green Hill D. Based on industry guidance, the highest magnitude of impact possible from Green Hill D will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 696 874 1167"> <p>50° FOV:</p> </div> <div data-bbox="922 696 1358 1155"> <p>Green Hill C PV1:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1173 807 1637"> <p>Green Hill C PV2:</p> </div> <div data-bbox="922 1173 1393 1637"> <p>Green Hill C PV3:</p> </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p>117</p>	<p>Glare is predicted from PV1 to PV3 Green Hill C, and PV1 Green Hill D.</p> <p>It is noted that Point 117 is outside the 1km screening distance of Green Hill D. Based on industry guidance, the highest magnitude of impact possible from Green Hill D will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

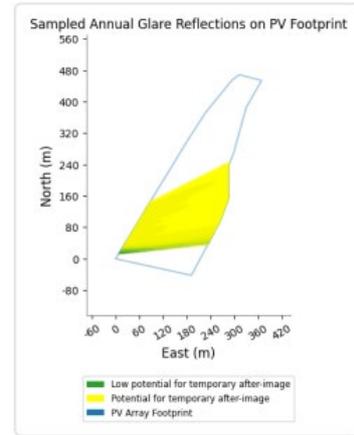


Modelled Point	Results
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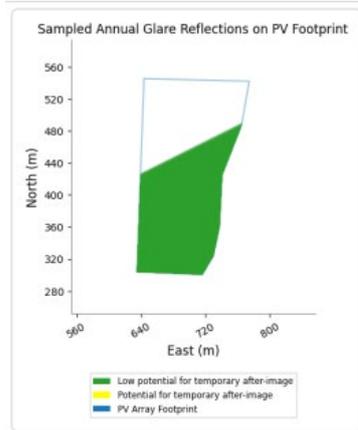
50° FOV:



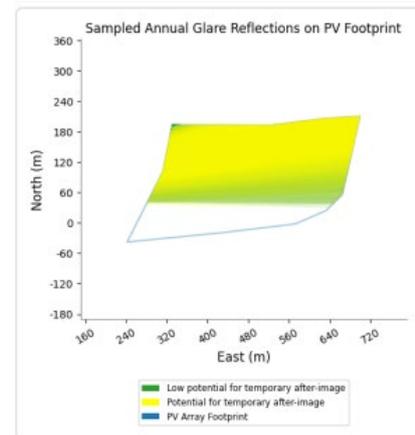
Green Hill C PV1:



Green Hill C PV2:



Green Hill C PV3:



As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.

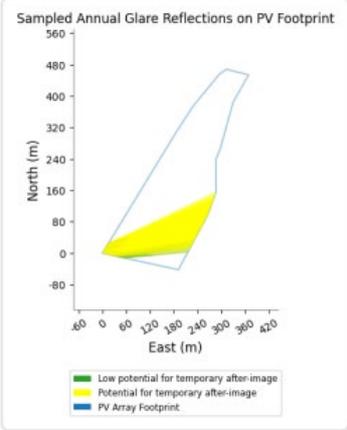
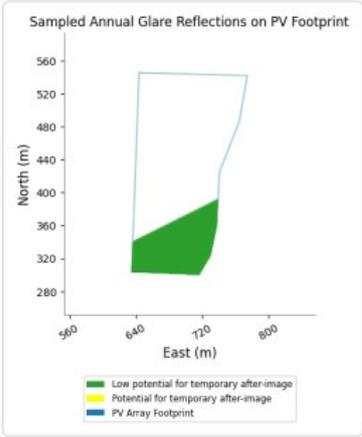
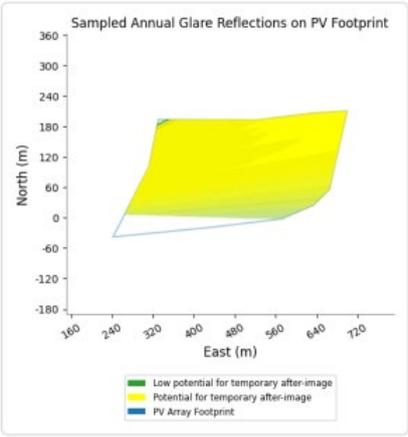
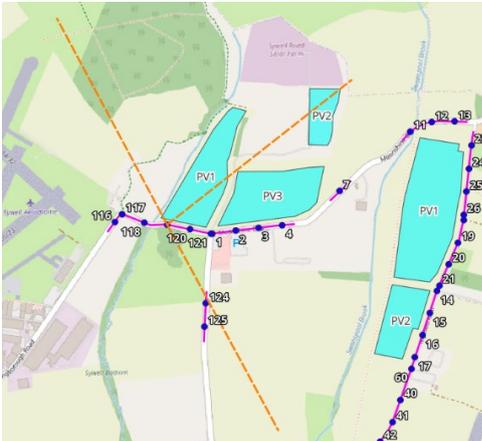
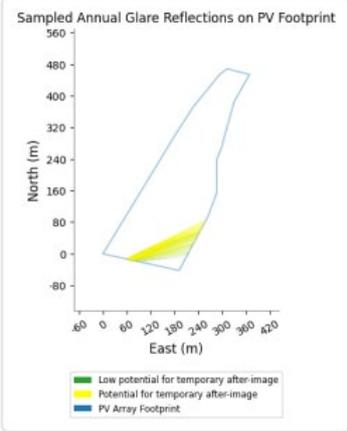
Glare is predicted from PV1 to PV3 Green Hill C, and PV1 Green Hill D.

It is noted that Point 118 is outside the 1km screening distance of Green Hill D. Based on industry guidance, the highest magnitude of impact possible from Green Hill D will be a 'low impact'. As such, no further mitigation is required.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

118

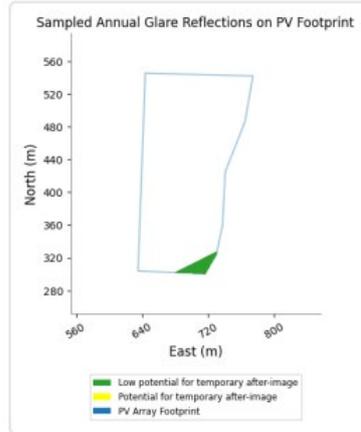


Modelled Point	Results
	<p>50° FOV:</p>  <p>Green Hill C PV1:</p>  <p>Green Hill C PV2:</p>  <p>Green Hill C PV3:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p>119</p>	<p>Glare is predicted from PV1 to PV3 Green Hill C, and PV1 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill C PV1:</p> 

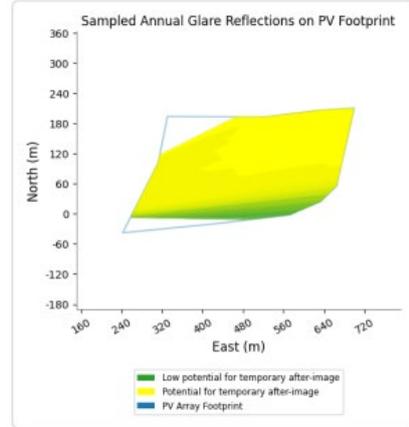


Modelled Point	Results
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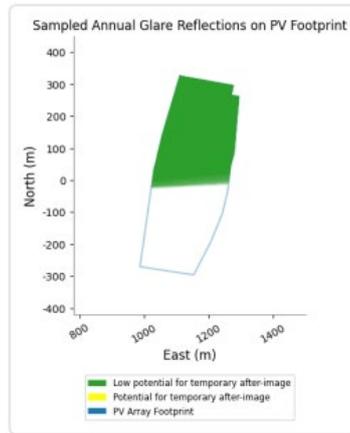
Green Hill C PV2:



Green Hill C PV3:



Green Hill D PV1:



As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.

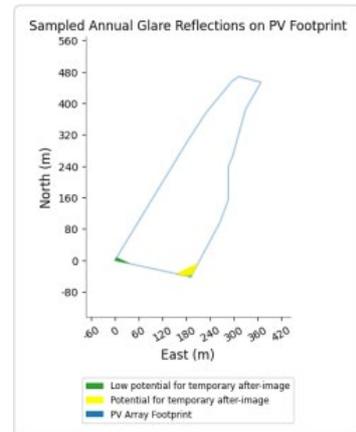
Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:

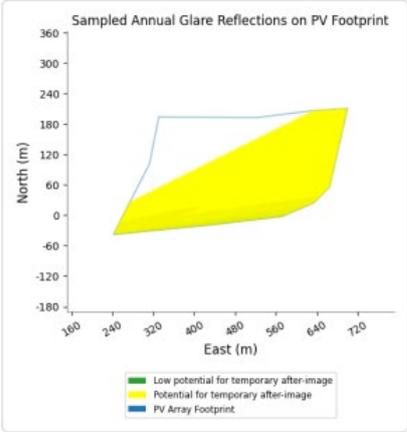
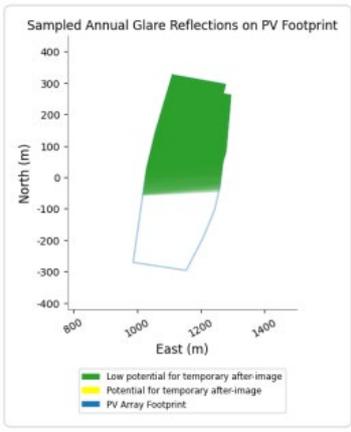


Green Hill C PV1:



120



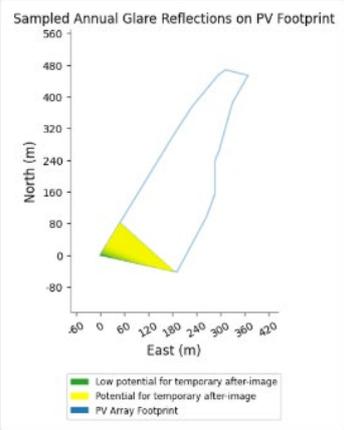
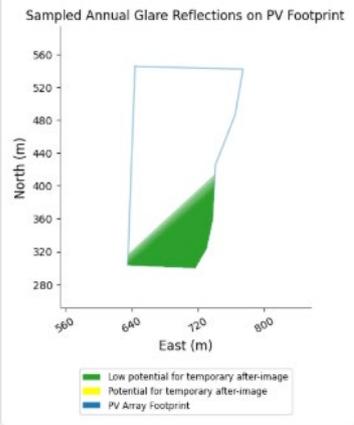
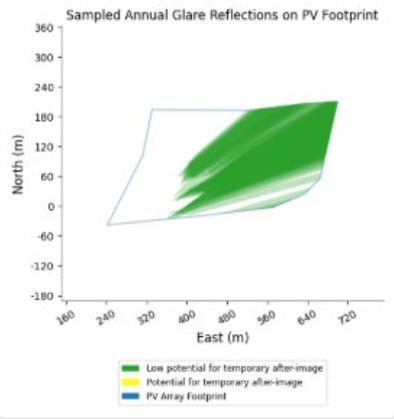
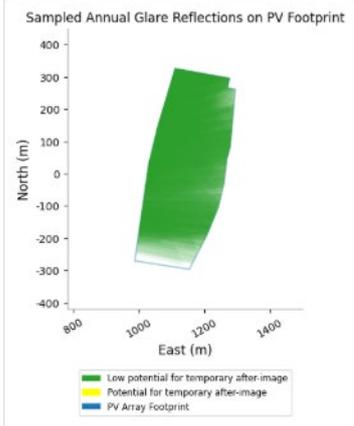
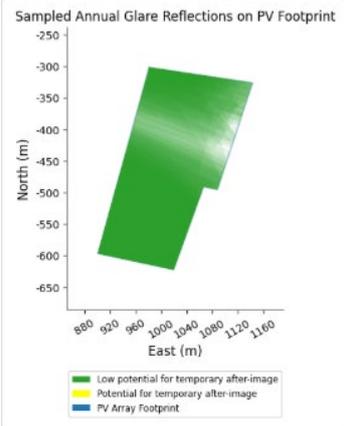
Modelled Point	Results	
	<p>Green Hill C PV3:</p> 	<p>Green Hill D PV1:</p> 
<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>		

Detailed ForgeSolar output results are available on request.



Route 1 - Tracking Panel Modelling Results

Table B.2: Route 1 - Tracking Panel Modelled Result

Modelled Point	Results
1	<p>Glare is predicted from PV1 to PV3 Green Hill C, and PV1 and PV2 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <p>50° FOV:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV1:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV2:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV3:</p>  </div> <div style="width: 50%;"> <p>Green Hill D PV1:</p>  </div> <div style="width: 50%;"> <p>Green Hill D PV2:</p>  </div> </div>



Modelled Point	Results
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As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.

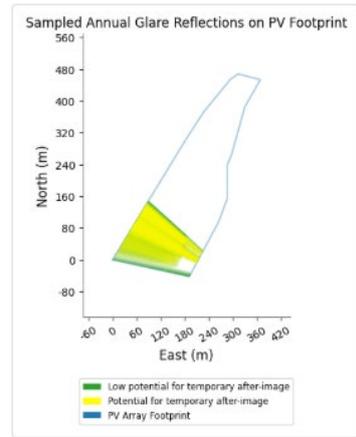
Glare is predicted from PV1 to PV3 Green Hill C, and PV1 and PV2 Green Hill D.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

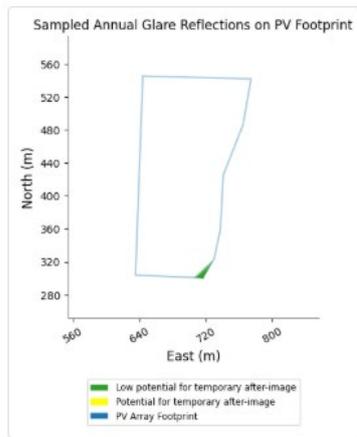
50° FOV:



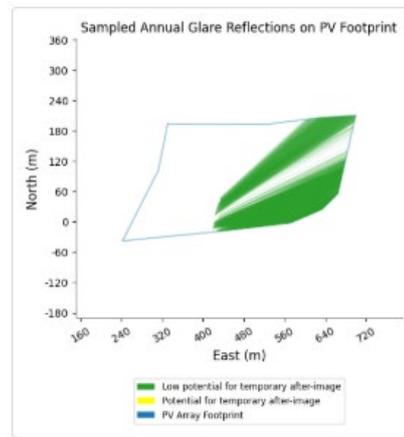
Green Hill C PV1:



Green Hill C PV2:

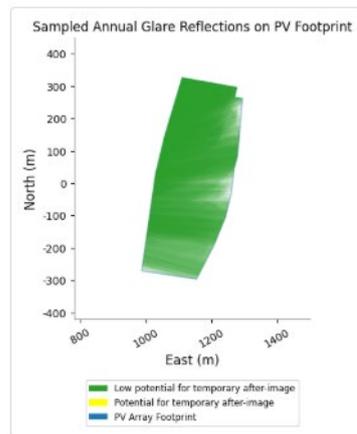


Green Hill C PV3:

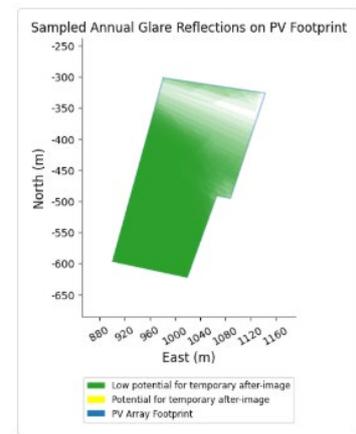


2

Green Hill D PV1:



Green Hill D PV2:



Modelled Point	Results
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As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.

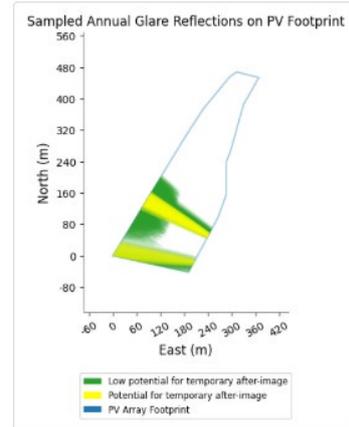
Glare is predicted from PV1 and PV3 Green Hill C, and PV1 and PV2 Green Hill D.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

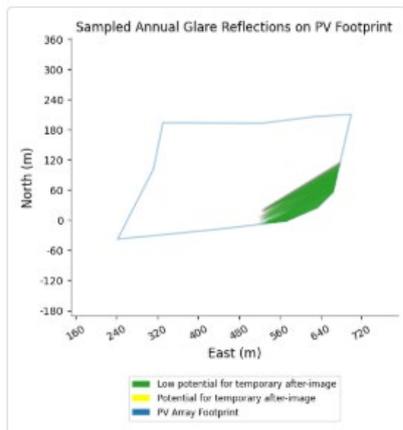
50° FOV:



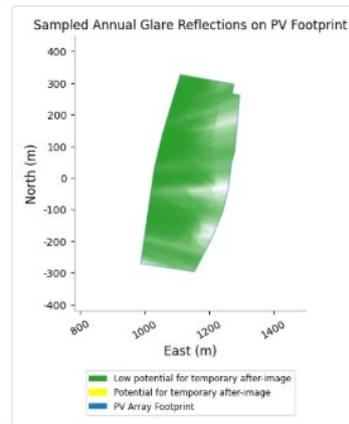
Green Hill C PV1:



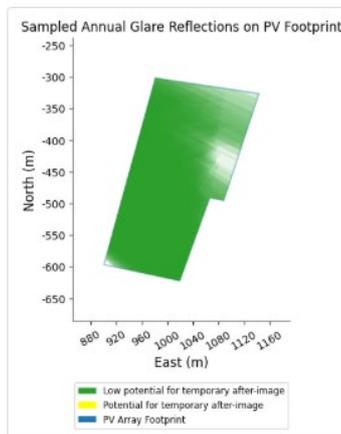
Green Hill C PV3:



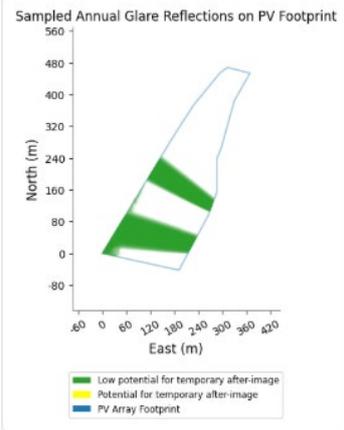
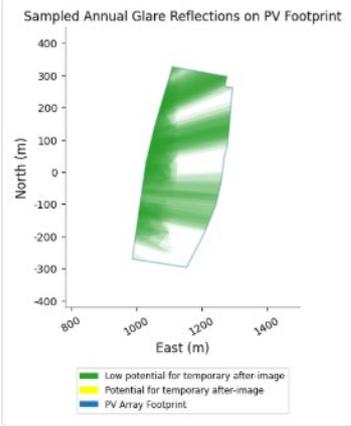
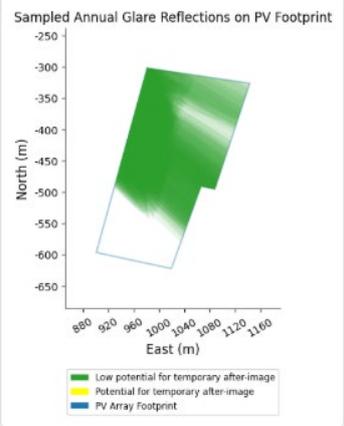
Green Hill D PV1:



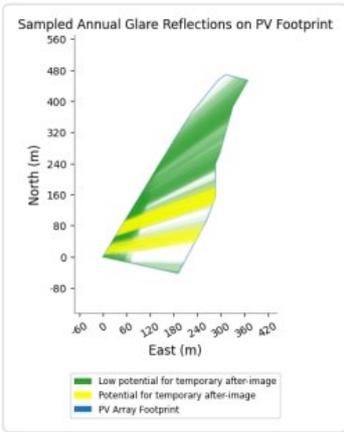
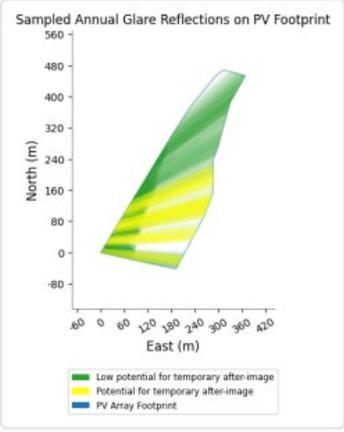
Green Hill D PV2:

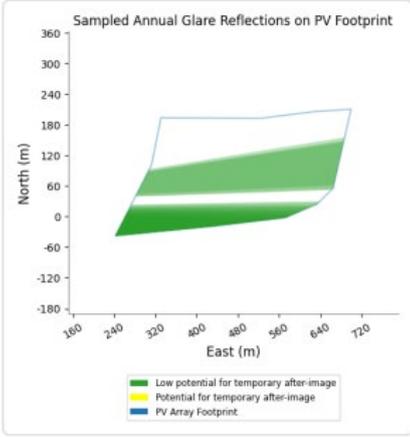
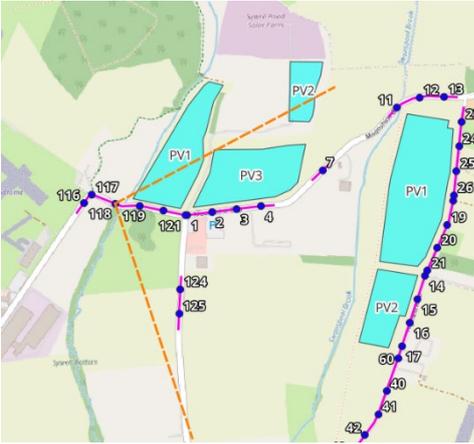
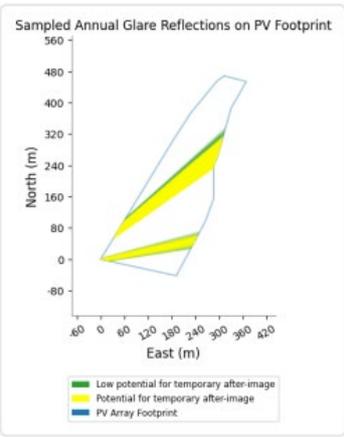


3

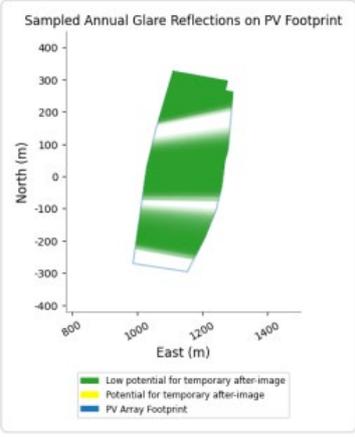
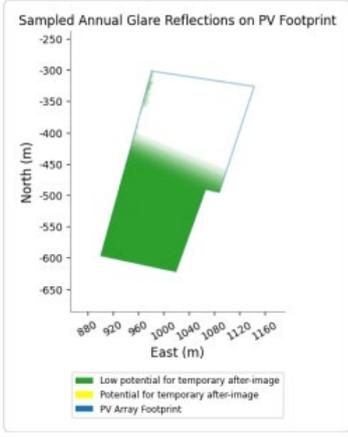
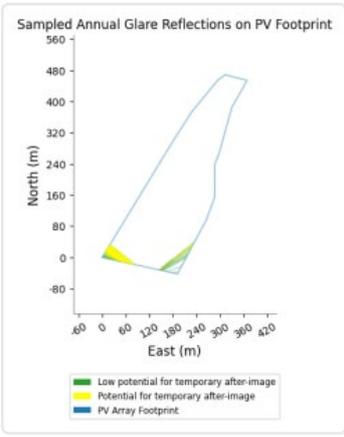
Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p style="text-align: center;">4</p>	<p>Glare is predicted from PV1 Green Hill C, and PV1 and PV2 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p>  </div> <div style="text-align: center;"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>Green Hill D PV1:</p>  </div> <div style="text-align: center;"> <p>Green Hill D PV2:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p style="text-align: center;">116</p>	<p>Glare is predicted from PV1 Green Hill C, and PV1 and PV2 Green Hill D.</p> <p>It is noted that Point 116 is outside the 1km screening distance of Green Hill D. Based on industry guidance, the highest magnitude of impact possible from Green Hill D will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



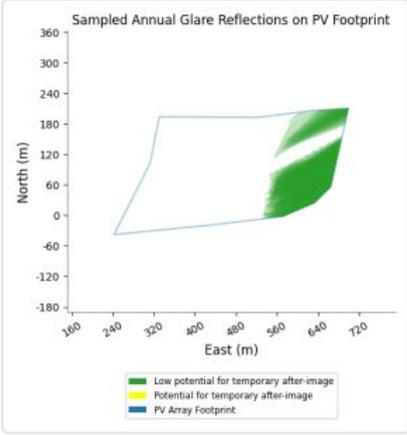
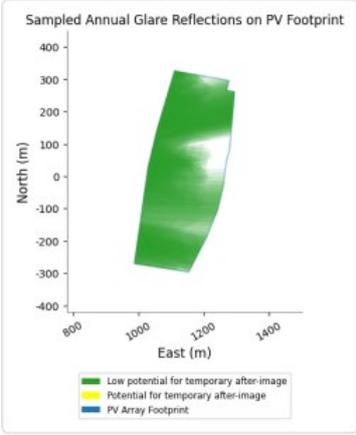
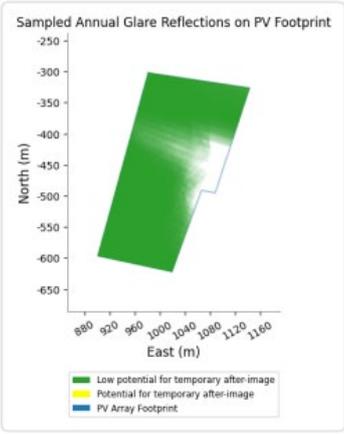
Modelled Point	Results	
	<p>50° FOV:</p> 	<p>Green Hill C PV1:</p> 
<p>117</p>	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p> <p>Glare is predicted from PV1 and PV3 Green Hill C, and PV1 and PV2 Green Hill D.</p> <p>It is noted that Point 117 is outside the 1km screening distance of Green Hill D. Based on industry guidance, the highest magnitude of impact possible from Green Hill D will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill C PV1:</p> 	

Modelled Point	Results
	<p style="text-align: center;">Green Hill C PV3:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p style="text-align: center;">118</p>	<p>Glare is predicted from PV1 Green Hill C, and PV1 and PV2 Green Hill D.</p> <p>It is noted that Point 118 is outside the 1km screening distance of Green Hill D. Based on industry guidance, the highest magnitude of impact possible from Green Hill D will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1205 866 1682"> <p style="text-align: center;">50° FOV:</p>  </div> <div data-bbox="922 1205 1362 1675"> <p style="text-align: center;">Green Hill C PV1:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p style="text-align: center;">119</p>	<p>Glare is predicted from PV1 and PV2 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



Modelled Point	Results
	<p>50° FOV: Green Hill D PV1:</p>   <p style="text-align: center;">Green Hill D PV2:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>
<p style="text-align: center;">120</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C, and PV1 and PV2 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: Green Hill C PV1:</p>  



Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>Green Hill C PV3:</p>  </div> <div style="width: 45%;"> <p>Green Hill D PV1:</p>  </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Green Hill D PV2:</p>  </div> <p style="margin-top: 20px;">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.1.2.</p>

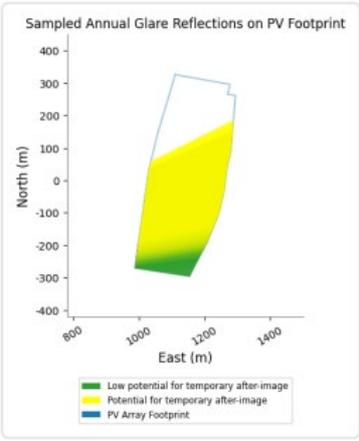
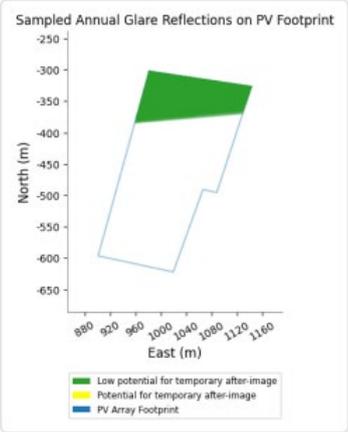
Detailed ForgeSolar output results are available on request.



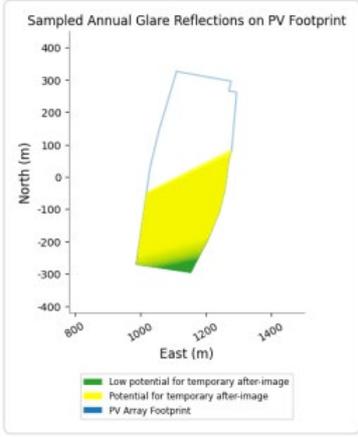
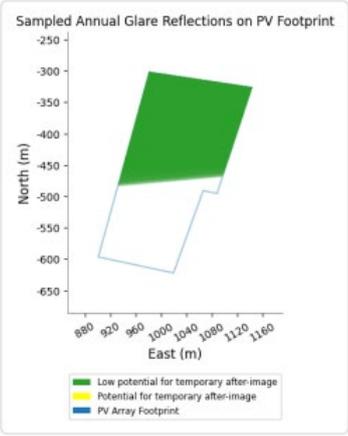
Appendix C: Route 2 Modelling Results

Route 2 - Fixed Panel Modelling Results

Table C.1: Route 2 - Fixed Panel Modelled Results

Modelled Point	Results
<p>124</p>	<p>Glare is predicted from PV1 and PV2 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 678 893 1153"> <p>50° FOV:</p>  </div> <div data-bbox="922 678 1369 1153"> <p>Green Hill D PV1:</p>  </div> </div> <div style="display: flex; justify-content: center; margin-top: 20px;"> <div data-bbox="734 1193 1082 1659"> <p>Green Hill D PV2:</p>  </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>125</p>	<p>Glare is predicted from PV1 and PV2 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



Modelled Point	Results
	<p data-bbox="363 286 478 315">50° FOV:</p>  <p data-bbox="927 286 1145 315">Green Hill D PV1:</p>  <p data-bbox="799 797 1023 826">Green Hill D PV2:</p>  <p data-bbox="347 1312 1453 1413">Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>

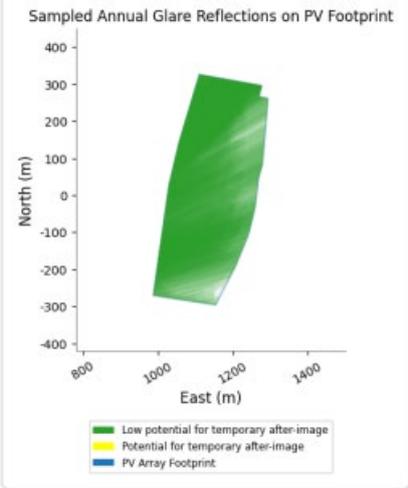
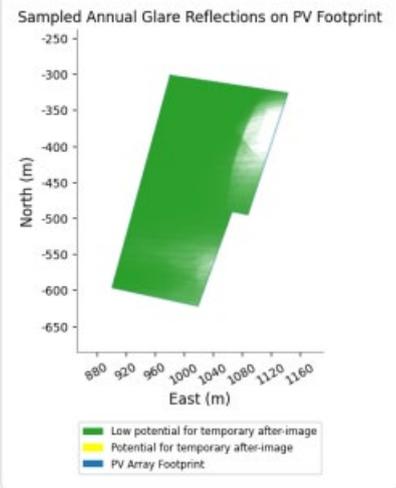
Detailed ForgeSolar output results are available on request.

Route 2 - Tracking Panel Modelling Results

Table C.2: Route 2 - Tracking Panel Modelled Result

Modelled Point	Results
<p>124</p>	<p>Glare is predicted from PV1 and PV2 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 568 893 1041"> <p>50° FOV:</p> <p>A map showing a 50-degree field of view (FOV) from several observation points (numbered 1 through 25) towards three photovoltaic (PV) arrays labeled PV1, PV2, and PV3. The PV arrays are shown in light blue. The FOV is indicated by dashed orange lines originating from the observation points and extending towards the PV arrays.</p> </div> <div data-bbox="922 568 1366 1030"> <p>Green Hill D PV1:</p> <p>A graph titled 'Sampled Annual Glare Reflections on PV Footprint' for Green Hill D PV1. The vertical axis is 'North (m)' ranging from -400 to 400. The horizontal axis is 'East (m)' ranging from 800 to 1400. A green shaded area represents the 'Low potential for temporary after-image' glare. A legend below the graph identifies the green area as 'Low potential for temporary after-image', a yellow area as 'Potential for temporary after-image', and a blue outline as 'PV Array Footprint'.</p> </div> </div> <div style="display: flex; justify-content: center; margin-top: 10px;"> <div data-bbox="708 1041 1104 1579"> <p>Green Hill D PV2:</p> <p>A graph titled 'Sampled Annual Glare Reflections on PV Footprint' for Green Hill D PV2. The vertical axis is 'North (m)' ranging from -650 to -250. The horizontal axis is 'East (m)' ranging from 880 to 1160. A green shaded area represents the 'Low potential for temporary after-image' glare. A legend below the graph identifies the green area as 'Low potential for temporary after-image', a yellow area as 'Potential for temporary after-image', and a blue outline as 'PV Array Footprint'.</p> </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>
<p>125</p>	<p>Glare is predicted from PV1 and PV2 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



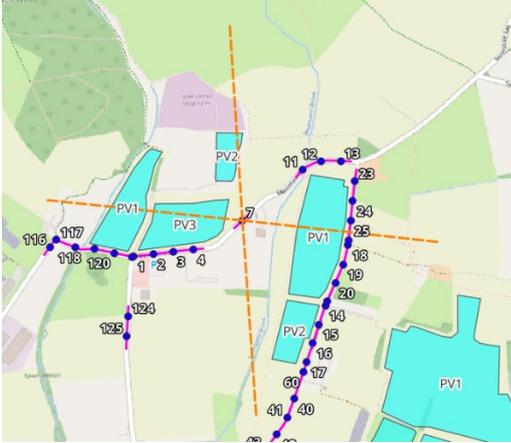
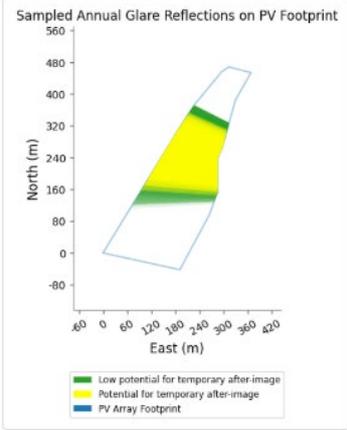
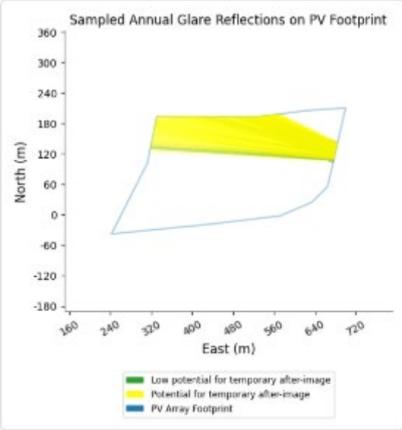
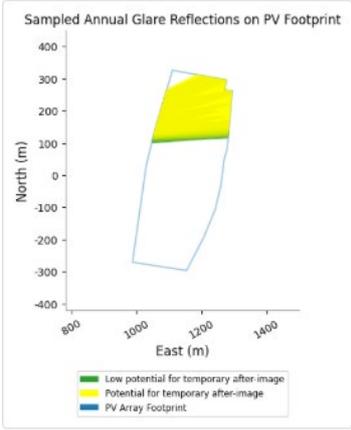
Modelled Point	Results
	<p data-bbox="363 286 478 315">50° FOV:</p>  <p data-bbox="927 286 1145 315">Green Hill D PV1:</p>  <p data-bbox="799 864 1023 896">Green Hill D PV2:</p>  <p data-bbox="347 1442 1455 1541">Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>

Detailed ForgeSolar output results are available on request.

Appendix D: Route 3 Modelling Results

Route 3 - Fixed Panel Modelling Results

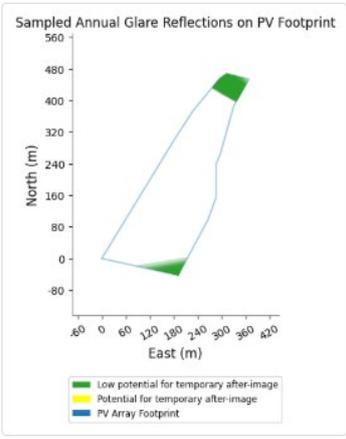
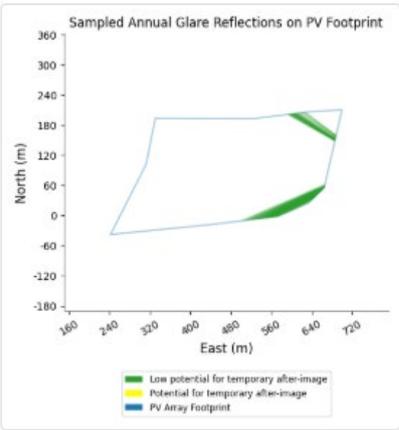
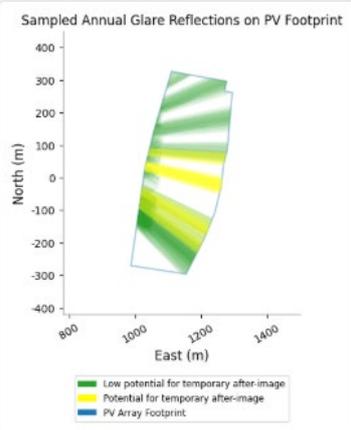
Table D.1: Route 3 - Fixed Panel Modelled Results

Modelled Point	Results
7	<p>Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p>  </div> <div style="text-align: center;"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>Green Hill C PV3:</p>  </div> <div style="text-align: center;"> <p>Green Hill D PV1:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.3.2.</p>

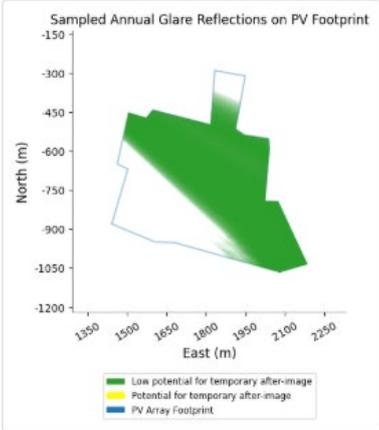
Detailed ForgeSolar output results are available on request.

Route 3 - Tracking Panel Modelling Results

Table D.2: Route 3 - Tracking Panel Modelled Result

Modelled Point	Results
7	<p>Glare is predicted from PV1 and PV3 Green Hill C, PV1 Green Hill D, and PV1 and PV3 Green Hill E.</p> <p>It is noted that Point 7 is outside the 1km screening distance of PV3 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV3 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p>  </div> <div style="text-align: center;"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>Green Hill C PV3:</p>  </div> <div style="text-align: center;"> <p>Green Hill D PV1:</p>  </div> </div>



Modelled Point	Results
	<p style="text-align: center;">Green Hill E PV1:</p> <div style="text-align: center;">  </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified from PV1 Green Hill E, and no further mitigation is recommended.</p> <p>Glare is predicted within the 50° field of view from PV1 and PV3 Green Hill C, and PV1 Green Hill D. A review of mitigation considerations has been undertaken in Section 5.3.2.</p>

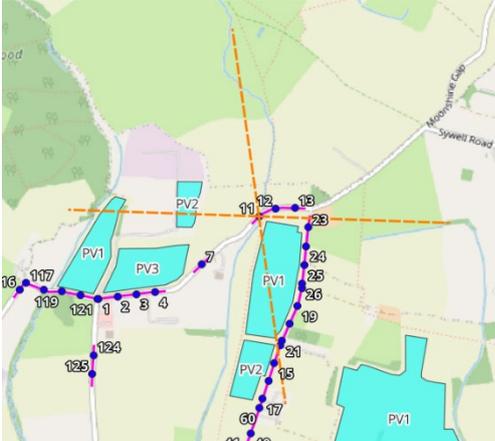
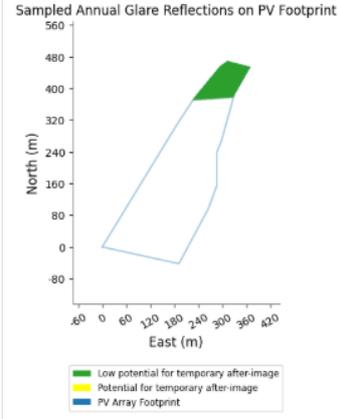
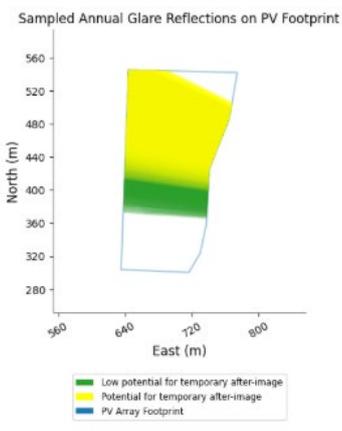
Detailed ForgeSolar output results are available on request.



Appendix E: Route 4 Modelling Results

Route 4 - Fixed Panel Modelling Results

Table E.1: Route 4 - Fixed Panel Modelled Results

Modelled Point	Results
<p>11</p>	<p>Glare is predicted from PV1 and PV2 Green Hill C.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 678 877 1153"> <p>50° FOV:</p>  </div> <div data-bbox="922 678 1364 1153"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: center; margin-top: 10px;"> <div data-bbox="730 1160 1088 1624"> <p>Green Hill C PV2:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.4.2.</p>
<p>12</p>	<p>Glare is predicted from PV1 and PV2 Green Hill C.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

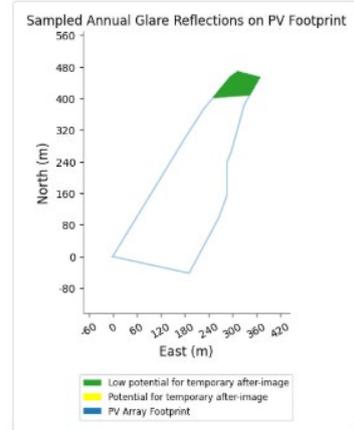


Modelled Point	Results
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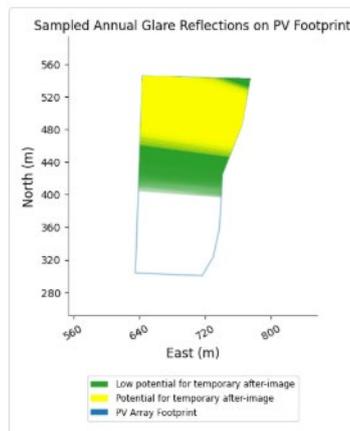
50° FOV:



Green Hill C PV1:



Green Hill C PV2:

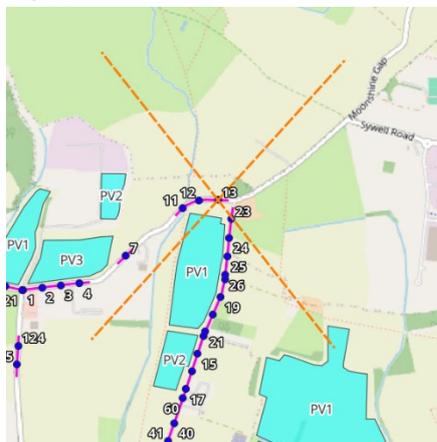


As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.4.2.

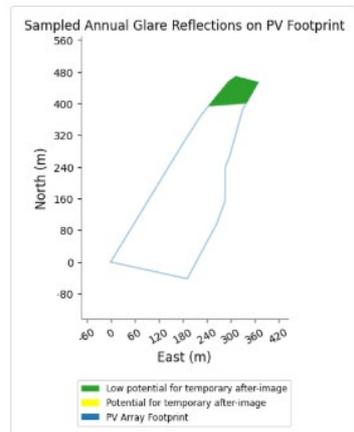
Glare is predicted from PV1 and PV2 Green Hill C.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:



Green Hill C PV1:



13



Modelled Point	Results
	<p style="text-align: center;">Green Hill C PV2:</p> <div style="text-align: center;"> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.4.2.</p>

Detailed ForgeSolar output results are available on request.

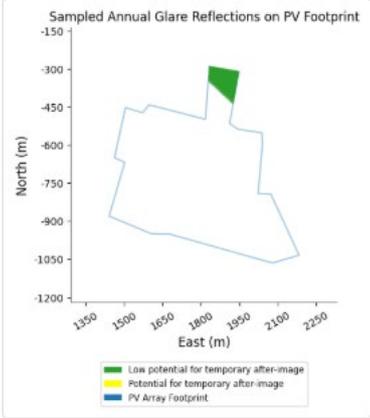
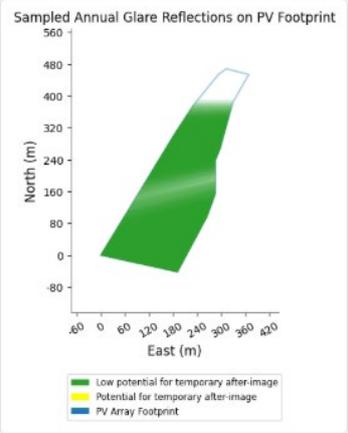
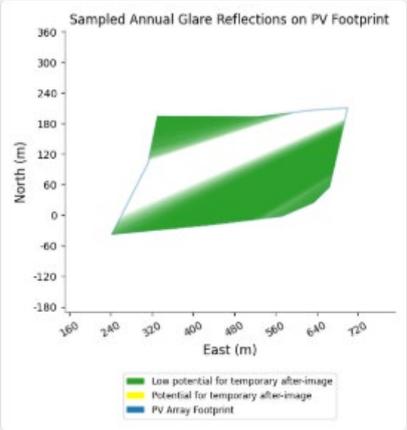
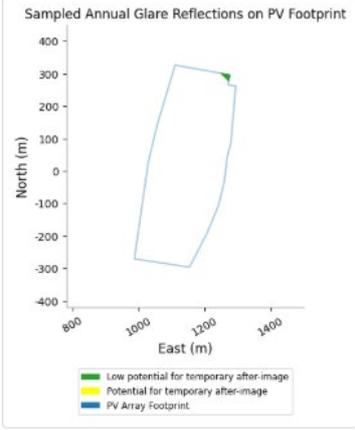


Route 4 - Tracking Panel Modelling Results

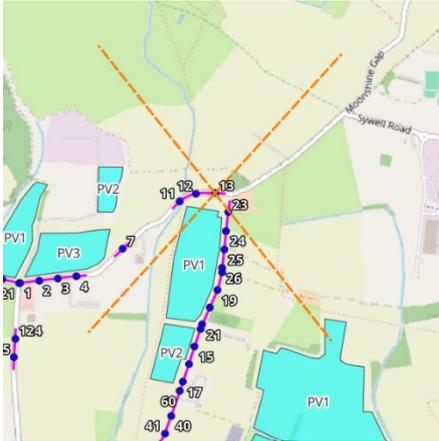
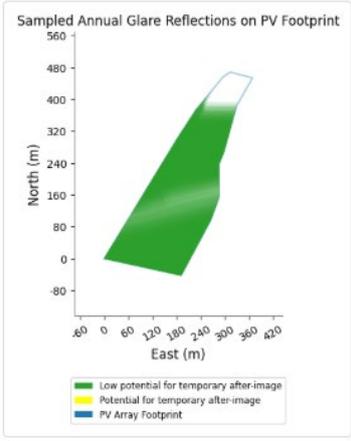
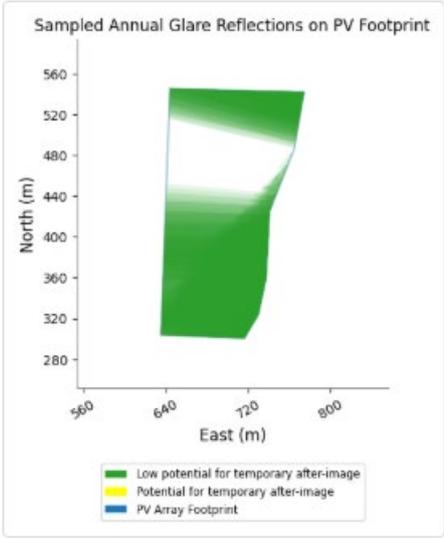
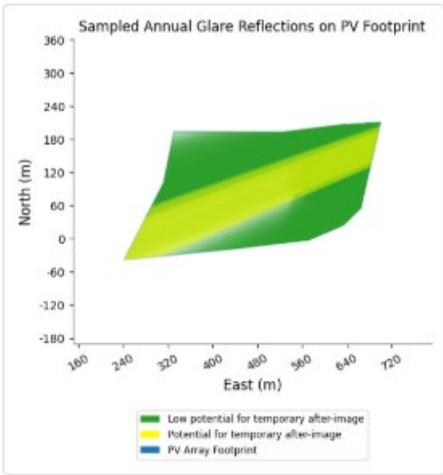
Table E.2: Route 4 - Tracking Panel Modelled Result

Modelled Point	Results
11	<p>Glare is predicted from PV1 to PV3 Green Hill C and PV1 and PV3 Green Hill E.</p> <p>It is noted that Point 11 is outside the 1km screening distance of PV3 green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV3 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 712 877 1182"> <p>50° FOV:</p> </div> <div data-bbox="922 712 1356 1182"> <p>Green Hill C PV1:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1187 798 1653"> <p>Green Hill C PV2:</p> </div> <div data-bbox="989 1187 1385 1653"> <p>Green Hill C PV3:</p> </div> </div>

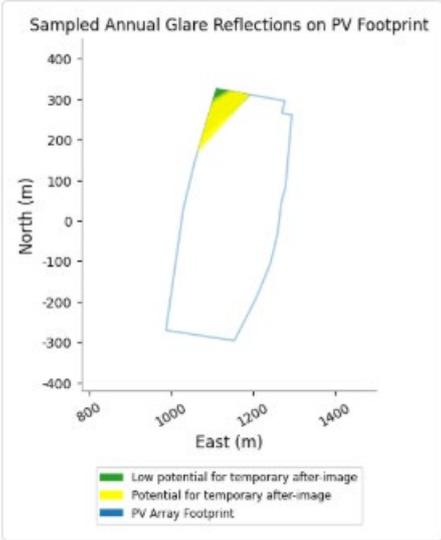


Modelled Point	Results
	<p style="text-align: center;">Green Hill E PV1:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.4.2.</p>
<p style="text-align: center;">12</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C and PV1 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <p style="text-align: center;">50° FOV:</p>  </div> <div style="width: 50%;"> <p style="text-align: center;">Green Hill C PV1:</p>  </div> <div style="width: 50%;"> <p style="text-align: center;">Green Hill C PV3:</p>  </div> <div style="width: 50%;"> <p style="text-align: center;">Green Hill D PV1:</p>  </div> </div>



Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.4.2.</p>
<p>13</p>	<p>Glare is predicted from PV1 to PV3 Green Hill C, and Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <p>50° FOV:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV1:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV2:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV3:</p>  </div> </div>



Modelled Point	Results
	<p style="text-align: center;">Green Hill D PV1:</p> <div style="text-align: center;">  </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.4.2.</p>

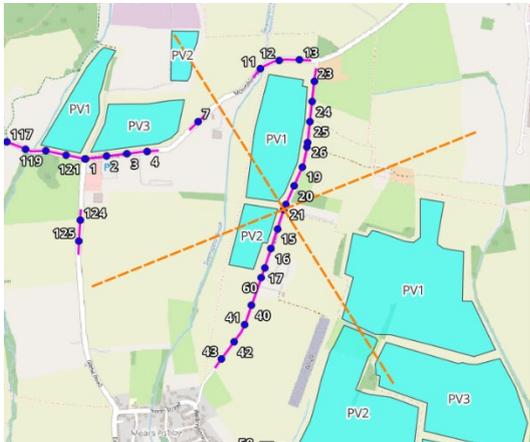
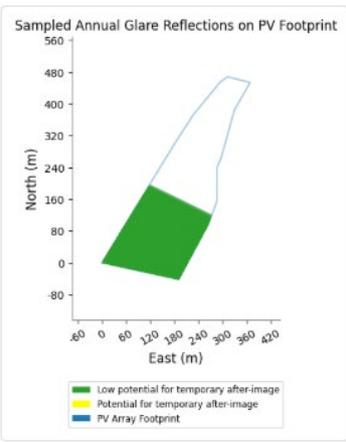
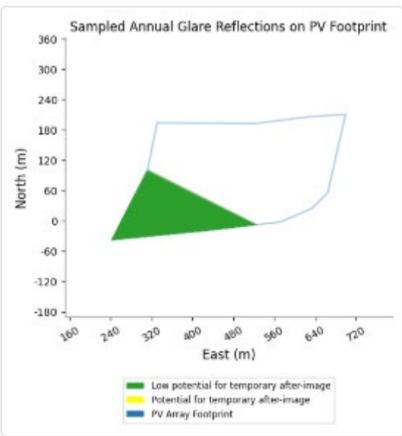
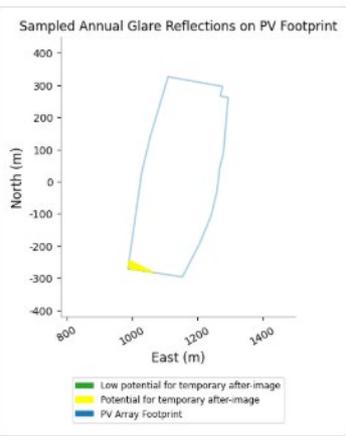
Detailed ForgeSolar output results are available on request.



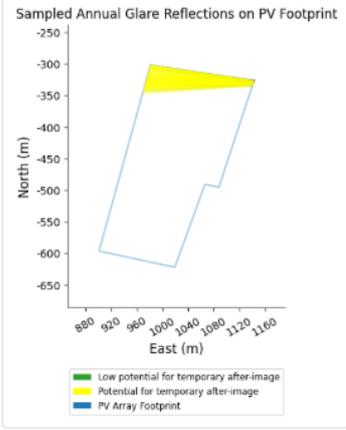
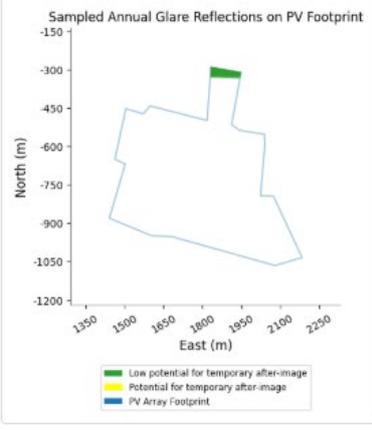
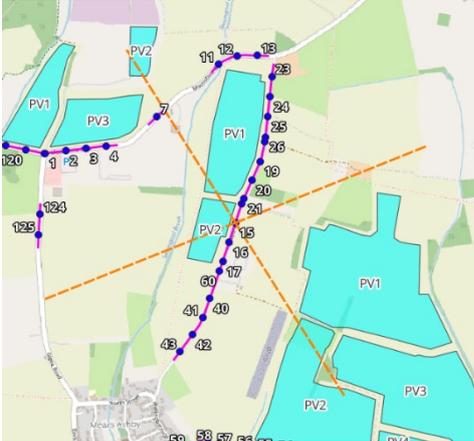
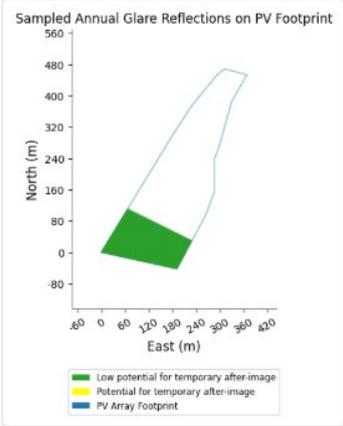
Appendix F: Route 5 Modelling Results

Route 5 - Fixed Panel Modelling Results

Table F.1: Route 5 - Fixed Panel Modelled Results

Modelled Point	Results
14	<p>Glare is predicted from PV1 and PV3 Green Hill C, PV1 and PV2 Green Hill D, and PV1 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 712 893 1187"> <p>50° FOV:</p>  </div> <div data-bbox="925 712 1364 1187"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1227 893 1697"> <p>Green Hill C PV3:</p>  </div> <div data-bbox="925 1227 1364 1697"> <p>Green Hill D PV1:</p>  </div> </div>

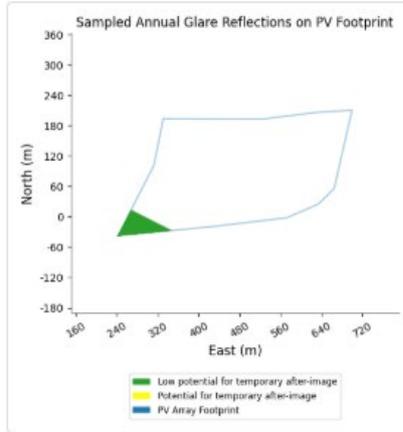


Modelled Point	Results	
	<p>Green Hill D PV2:</p> 	<p>Green Hill E PV1:</p> 
<p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>		
<p>Glare is predicted from PV1 and PV3 Green Hill C, PV2 Green Hill D, and PV1 Green Hill E.</p>		
<p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>		
<p>15</p>	<p>50° FOV:</p> 	<p>Green Hill C PV1:</p> 

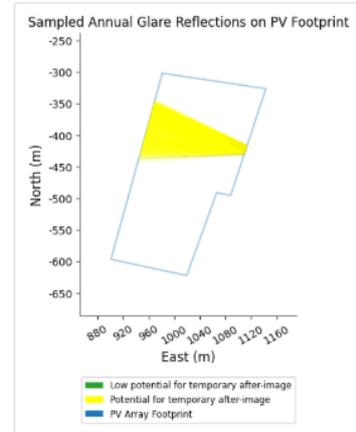


Modelled Point	Results
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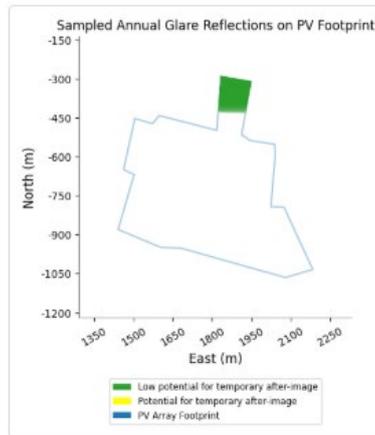
Green Hill C PV3:



Green Hill D PV2:



Green Hill E PV1:

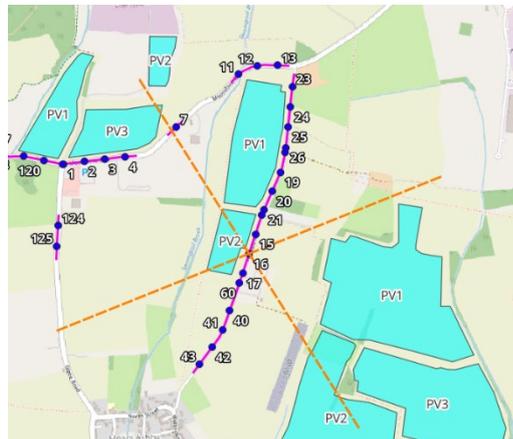


Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.

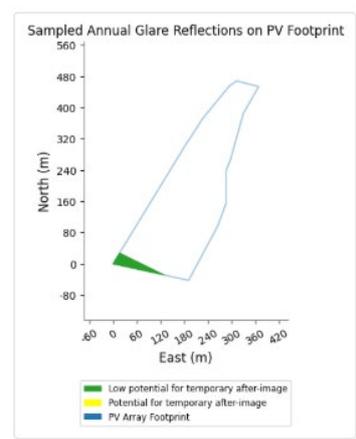
Glare is predicted from PV1 Green Hill C, PV2 Green Hill D, and PV1 Green Hill E.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:

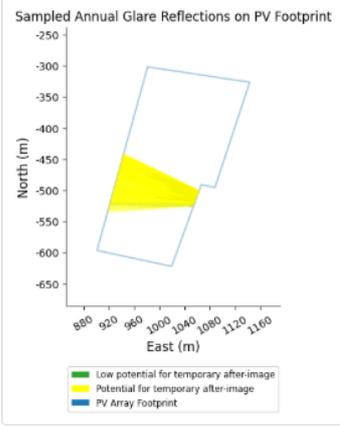
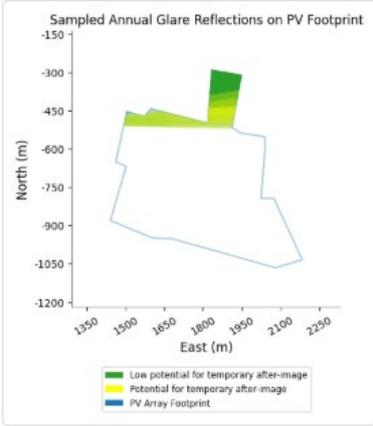
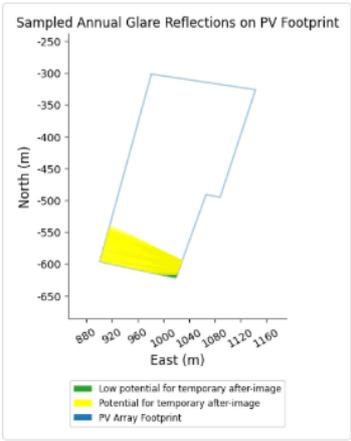
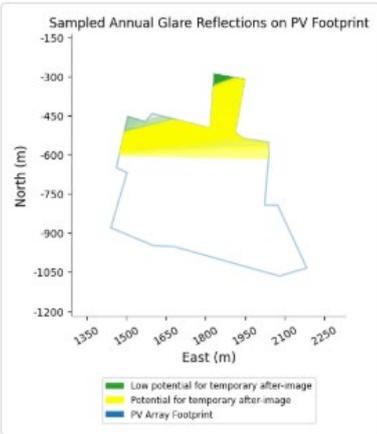


Green Hill C PV1:

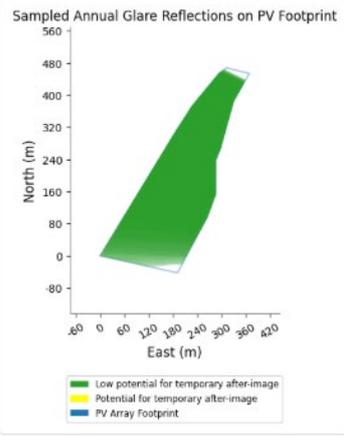
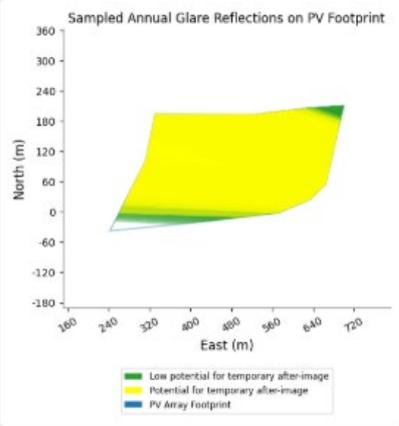
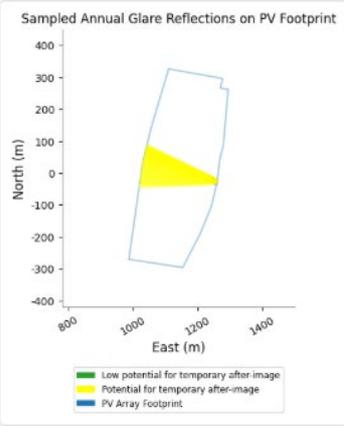


16



Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>Green Hill D PV2:</p>  </div> <div style="width: 45%;"> <p>Green Hill E PV1:</p>  </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>
<p>17</p>	<p>Glare is predicted from PV1 Green Hill C, PV2 Green Hill D, and PV1 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>50° FOV:</p>  </div> <div style="width: 45%;"> <p>Green Hill D PV2:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="width: 45%;"> <p>Green Hill E PV1:</p>  </div> </div>

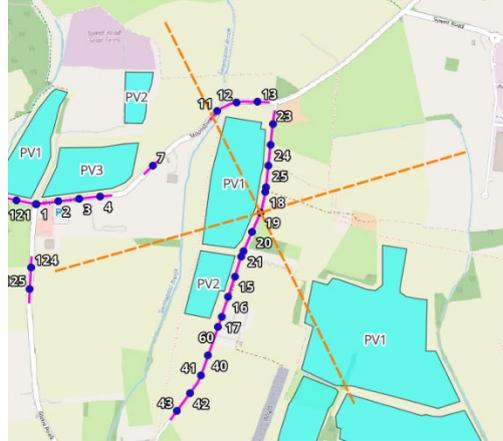


Modelled Point	Results
<p data-bbox="209 992 245 1021">18</p>	<p data-bbox="347 286 1302 353">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p> <p data-bbox="347 376 1254 405">Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.</p> <p data-bbox="347 450 1449 517">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div data-bbox="363 555 1378 1496"> <p data-bbox="363 555 475 584">50° FOV:</p>  <p data-bbox="954 555 1171 584">Green Hill C PV1:</p>  <p data-bbox="363 1032 580 1061">Green Hill C PV3:</p>  <p data-bbox="954 1032 1171 1061">Green Hill D PV1:</p>  </div> <p data-bbox="347 1541 1455 1637">Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p data-bbox="209 1843 245 1872">19</p>	<p data-bbox="347 1664 1254 1693">Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.</p> <p data-bbox="347 1738 1449 1805">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

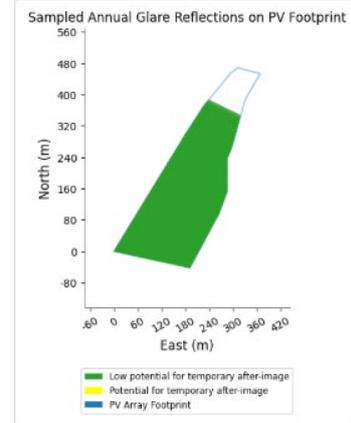


Modelled Point **Results**

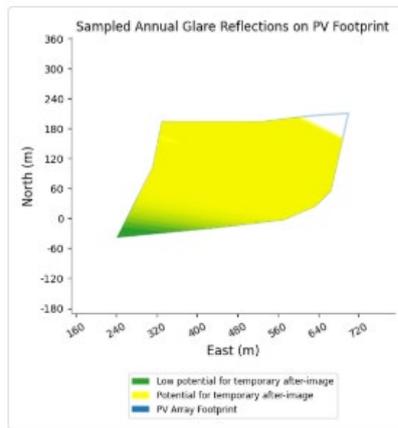
50° FOV:



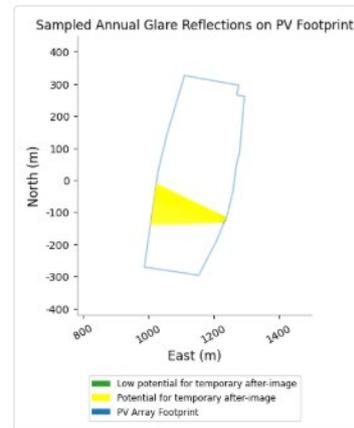
Green Hill C PV1:



Green Hill C PV3:



Green Hill D PV1:



Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.

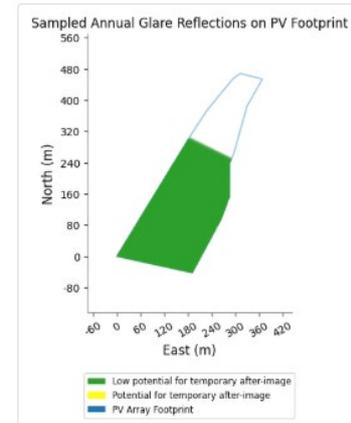
Glare is predicted from PV1 and PV3 Green Hill C, and PV1 Green Hill D.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

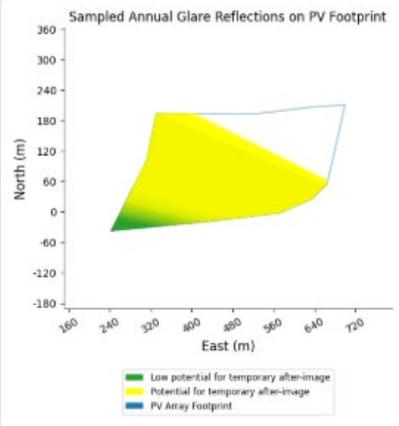
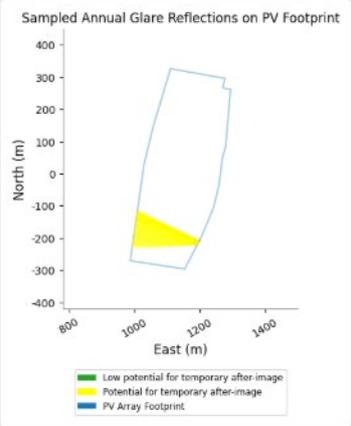
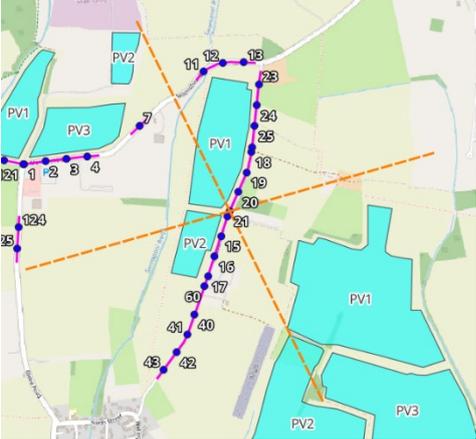
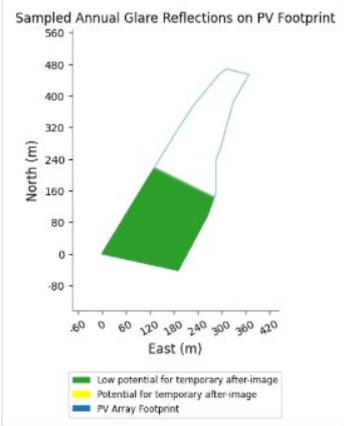
50° FOV:



Green Hill C PV1:



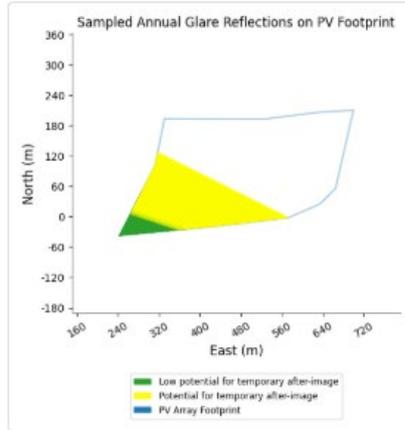
20

Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>Green Hill C PV3:</p>  </div> <div style="width: 45%;"> <p>Green Hill D PV1:</p>  </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>21</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C, PV1 and PV2 Green Hill D, and PV1 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>50° FOV:</p>  </div> <div style="width: 45%;"> <p>Green Hill C PV1:</p>  </div> </div>

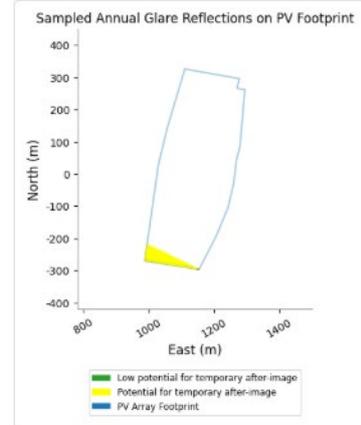


Modelled Point	Results
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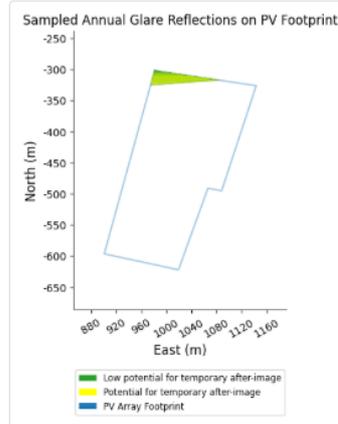
Green Hill C PV3:



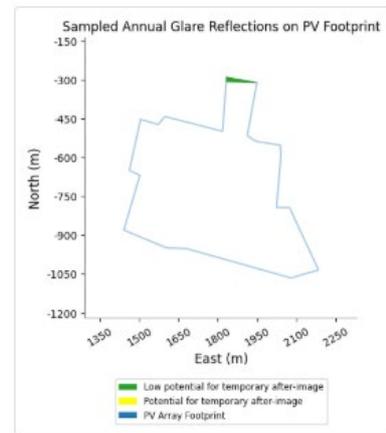
Green Hill D PV1:



Green Hill D PV2:



Green Hill E PV1:



Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.

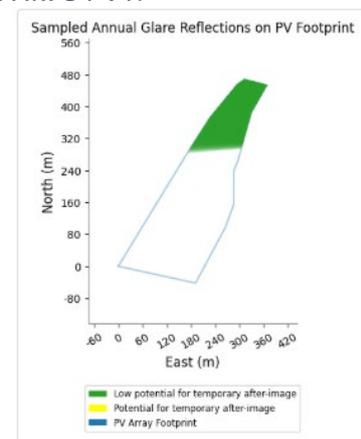
Glare is predicted from PV1 and PV2 Green Hill C, and PV1 Green Hill D.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:



Green Hill C PV1:

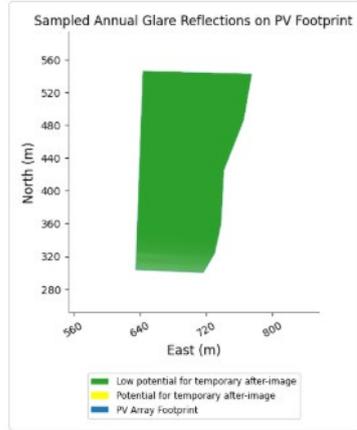


23

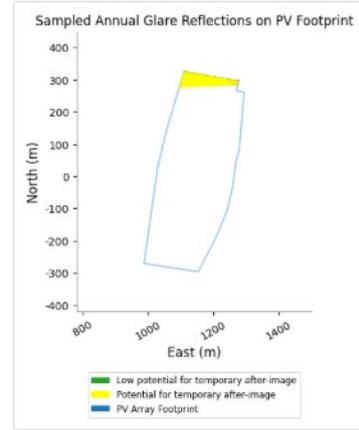


Modelled Point	Results
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Green Hill C PV2:



Green Hill D PV1:



Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.

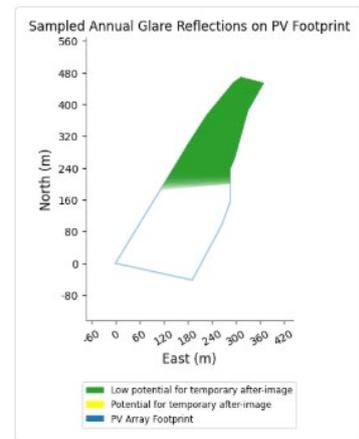
Glare is predicted from PV1 to PV3 Green Hill C, and PV1 Green Hill D.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:

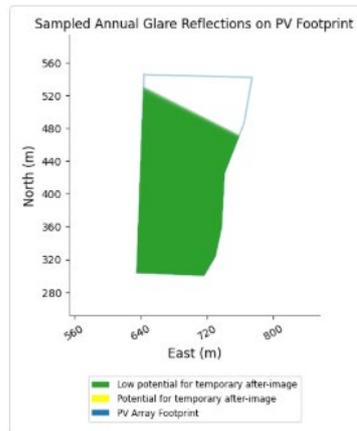


Green Hill C PV1:

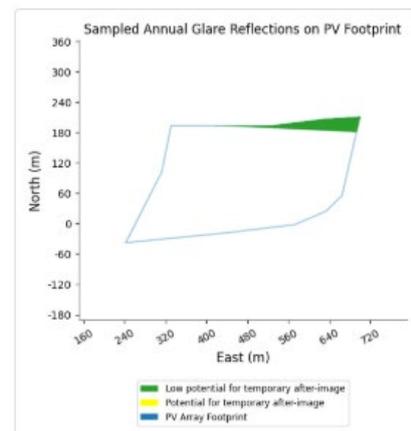


24

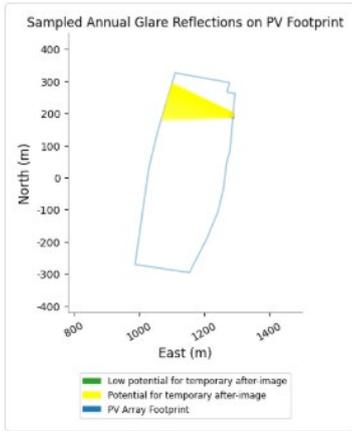
Green Hill C PV2:



Green Hill C PV3:



Modelled Point	Results
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	<p style="text-align: center;">Green Hill D PV1:</p>  <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>
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	<p>Glare is predicted from PV1 to PV3 Green Hill C, and PV1 Green Hill D.</p>
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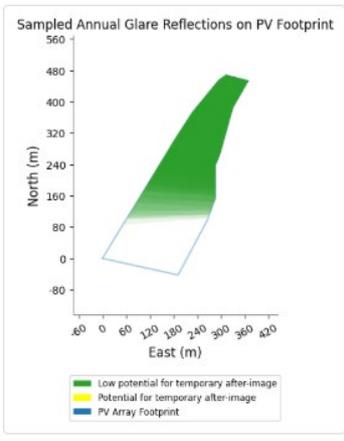
	<p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>
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25

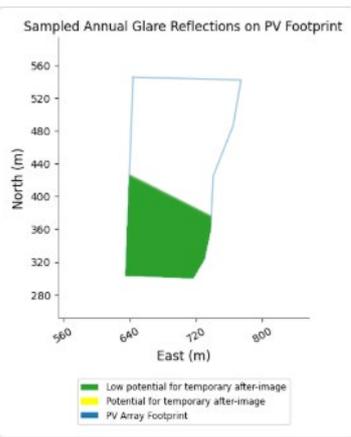
50° FOV:



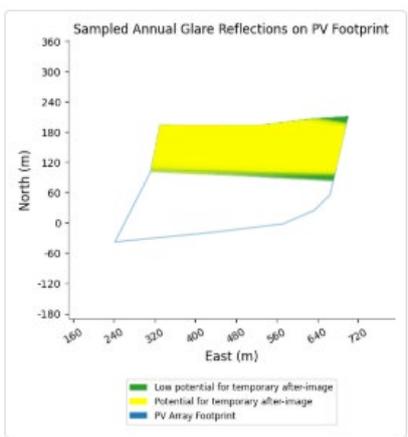
Green Hill C PV1:

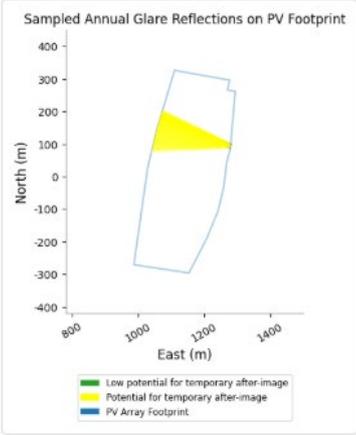
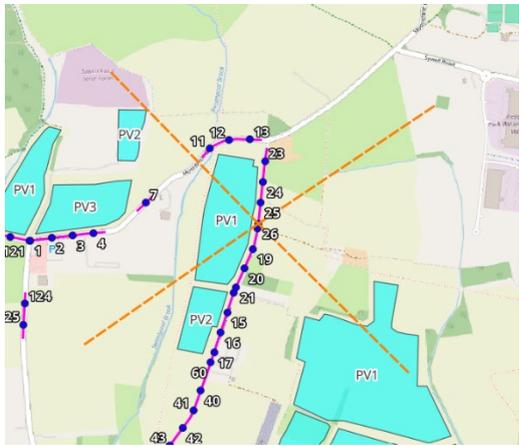
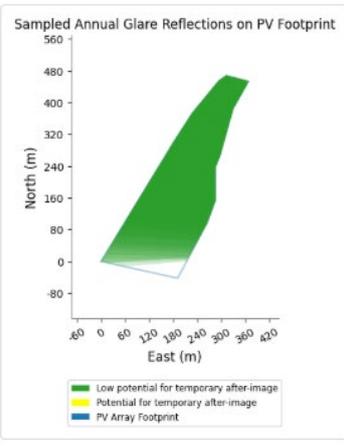
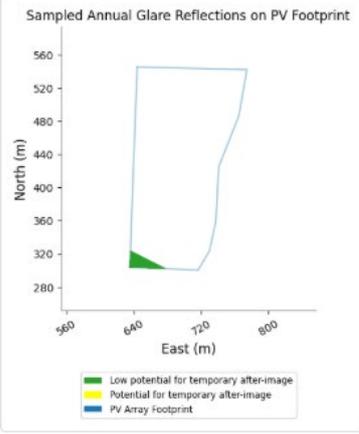
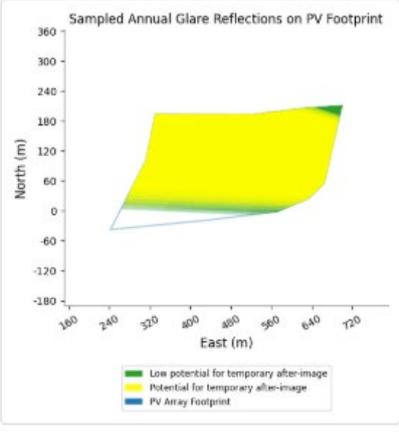


Green Hill C PV2:

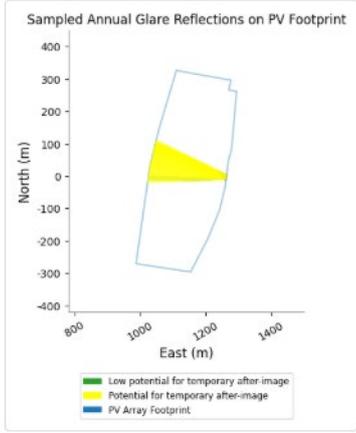
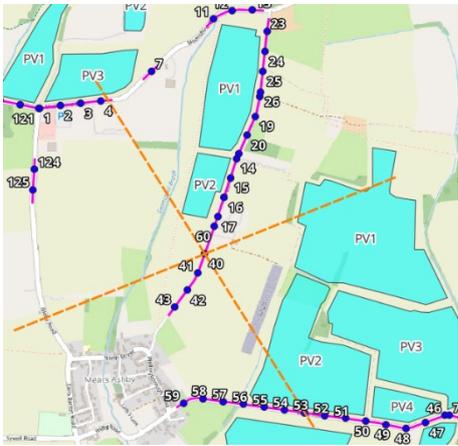
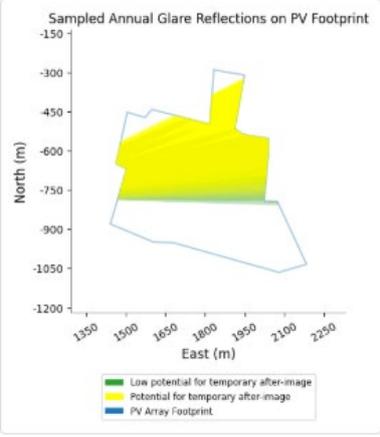


Green Hill C PV3:

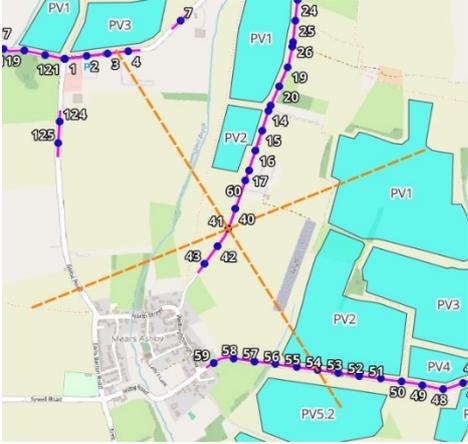
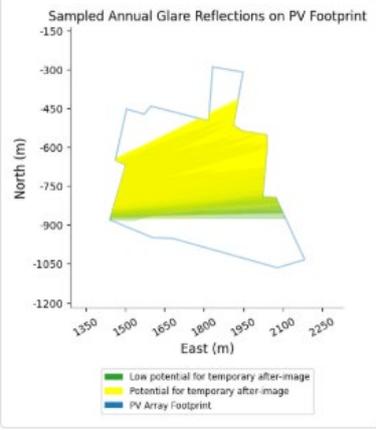
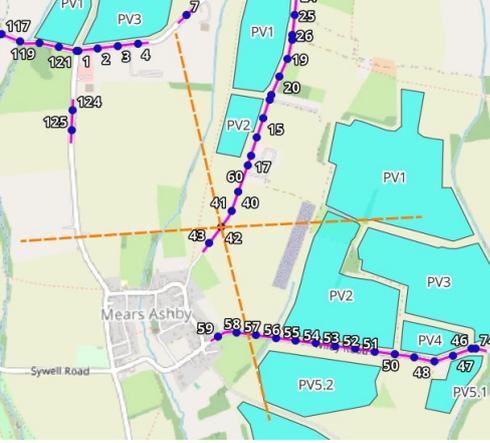
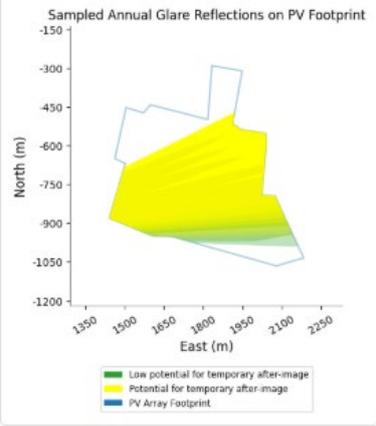
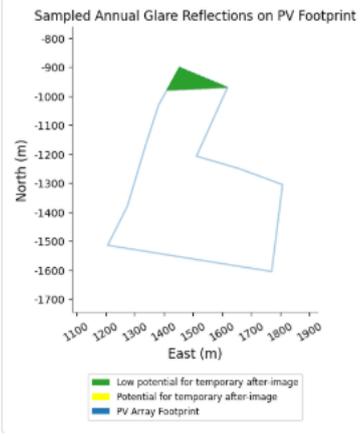


Modelled Point	Results
	<p style="text-align: center;">Green Hill D PV1:</p>  <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>
<p style="text-align: center;">26</p>	<p>Glare is predicted from PV1 to PV3 Green Hill C, and PV1 Green Hill D.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1099 887 1574"> <p>50° FOV:</p>  </div> <div data-bbox="922 1099 1362 1574"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1574 807 2049"> <p>Green Hill C PV2:</p>  </div> <div data-bbox="922 1574 1390 2049"> <p>Green Hill C PV3:</p>  </div> </div>

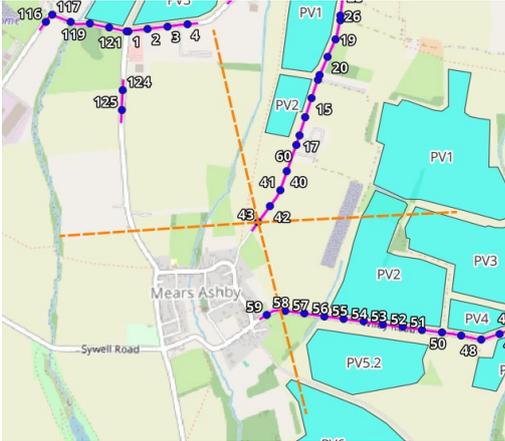
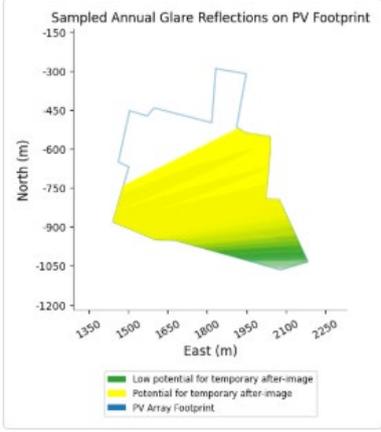
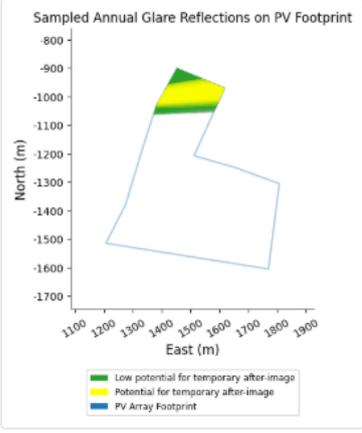
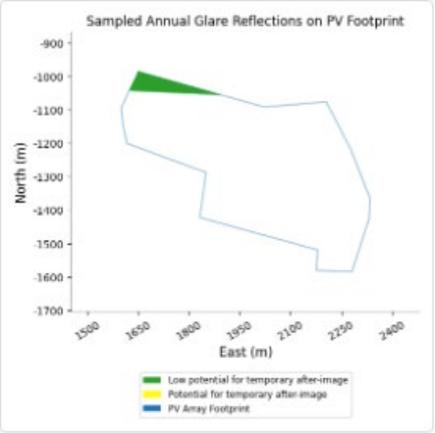


Modelled Point	Results
	<p style="text-align: center;">Green Hill D PV1:</p> <div style="text-align: center;">  </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>40</p>	<p>Glare is predicted from PV1 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p>  </div> <div style="text-align: center;"> <p>Green Hill E PV1:</p> <div style="text-align: center;">  </div> </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p>41</p>	<p>Glare is predicted from PV1 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



Modelled Point	Results
	<p>50° FOV:</p>  <p>Green Hill E PV1:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p>42</p>	<p>Glare is predicted from PV1 and PV2 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill E PV1:</p>  <p>Green Hill E PV2:</p> 

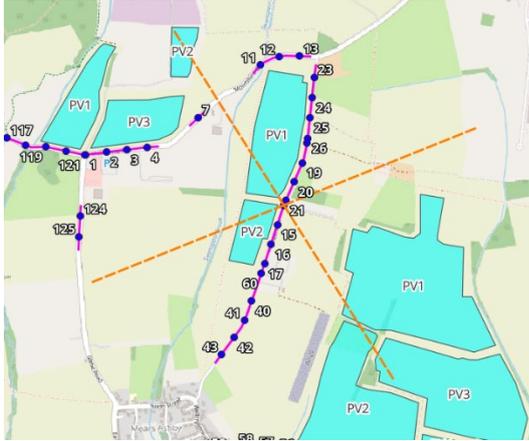
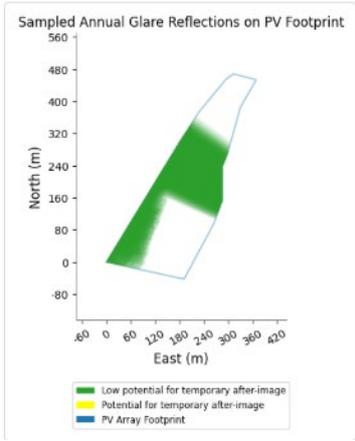
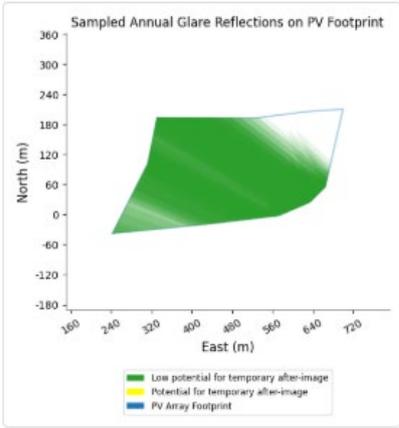
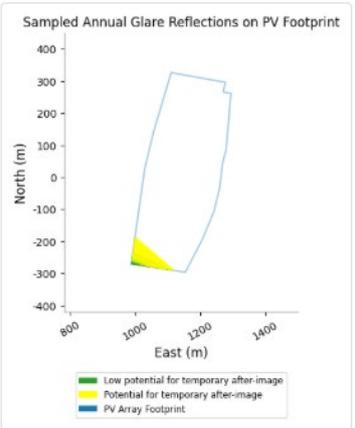


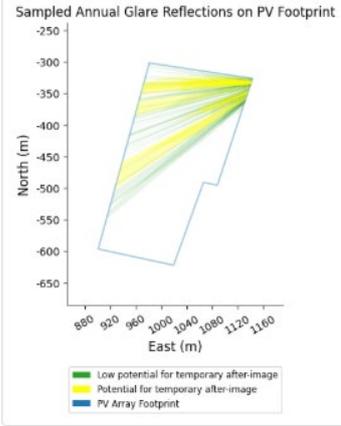
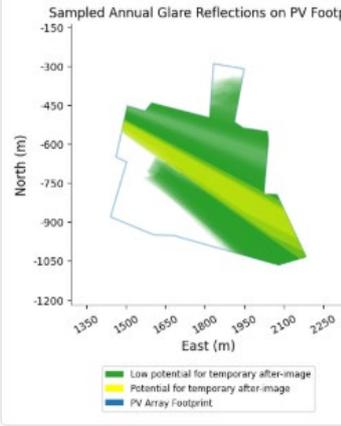
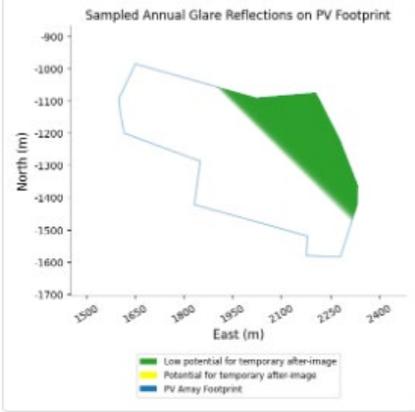
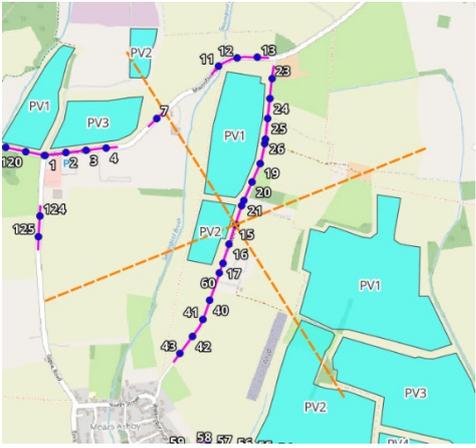
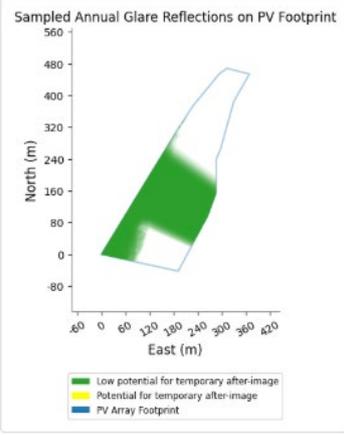
Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p>43</p>	<p>Glare is predicted from PV1, PV2, and PV3 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 555 880 1025"> <p>50° FOV:</p>  </div> <div data-bbox="922 555 1378 1025"> <p>Green Hill E PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1099 810 1570"> <p>Green Hill E PV2:</p>  </div> <div data-bbox="922 1099 1410 1570"> <p>Green Hill E PV3:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>

Detailed ForgeSolar output results are available on request.

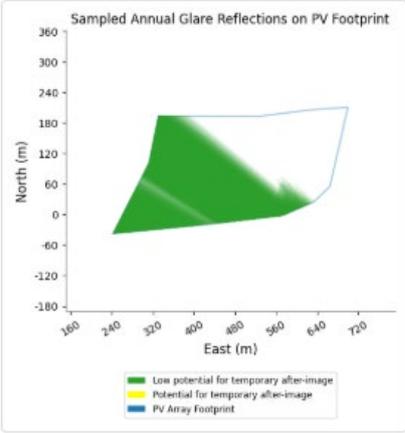
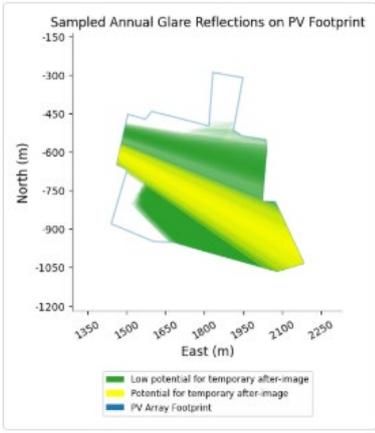
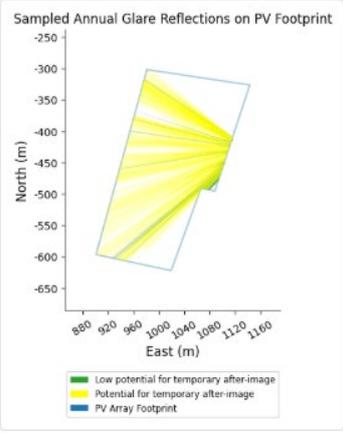
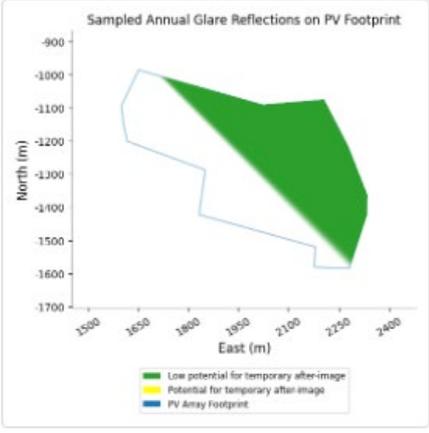
Route 5 - Tracking Panel Modelling Results

Table F.2: Route 5 - Tracking Panel Modelled Result

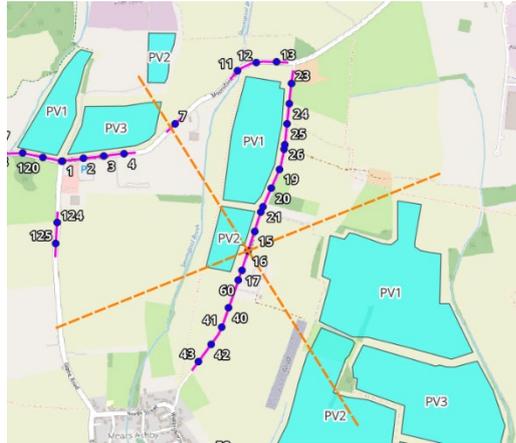
Modelled Point	Results
<p>14</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C, PV1 and PV2 Green Hill D, and PV1 and PV3 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <p>50° FOV:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV1:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV3:</p>  </div> <div style="width: 50%;"> <p>Green Hill D PV1:</p>  </div> <div style="width: 50%;"> <p>Green Hill D PV2:</p> </div> <div style="width: 50%;"> <p>Green Hill E PV1:</p> </div> </div>

Modelled Point	Results
	<div style="display: flex; justify-content: space-around;">   </div> <p style="text-align: center;">Green Hill E PV3:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p>15</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C, PV2 Green Hill D, and PV1 and PV3 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-between;"> <div data-bbox="360 1541 868 2018"> <p>50° FOV:</p>  </div> <div data-bbox="922 1541 1362 2018"> <p>Green Hill C PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div data-bbox="360 2047 584 2085"> <p>Green Hill C PV3:</p> </div> <div data-bbox="922 2047 1145 2085"> <p>Green Hill D PV2:</p> </div> </div>

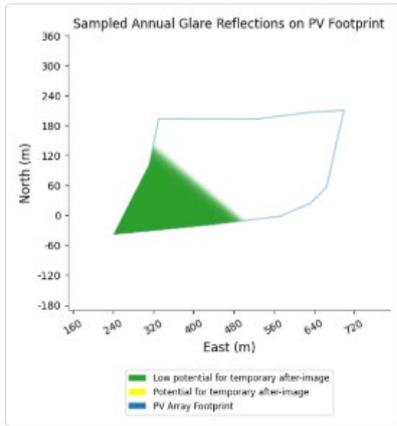


Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Green Hill E PV1:</p>  </div> <div style="text-align: center;">  <p>Green Hill E PV3:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p>16</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C, PV2 Green Hill D, and PV1 to PV5.1 Green Hill E.</p> <p>It is noted that Point 16 is outside the 1km screening distance of PV1 Green Hill C and PV4 and PV5.1 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV4 and PV5.1 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>50° FOV:</p> </div> <div style="text-align: center;"> <p>Green Hill C PV1:</p> </div> </div>

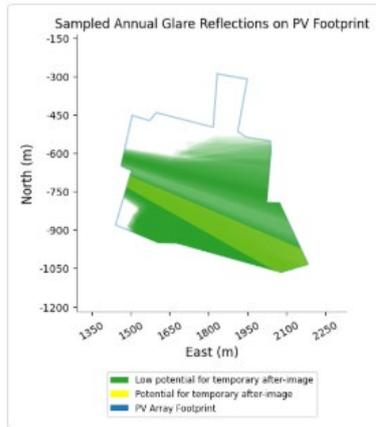
Modelled Point **Results**



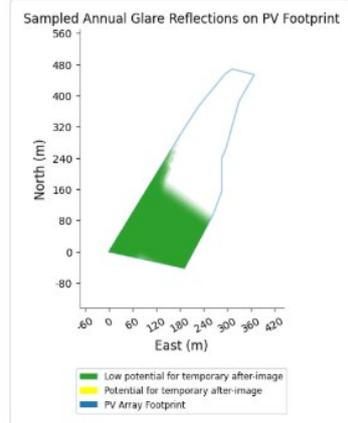
Green Hill C PV3:



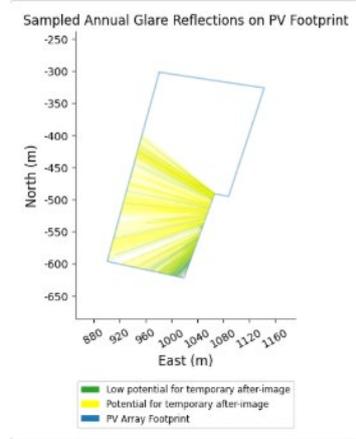
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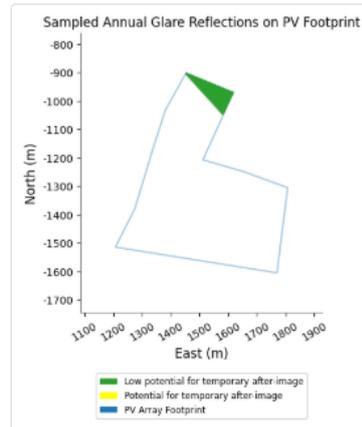
Green Hill E PV3:



Green Hill D PV2:

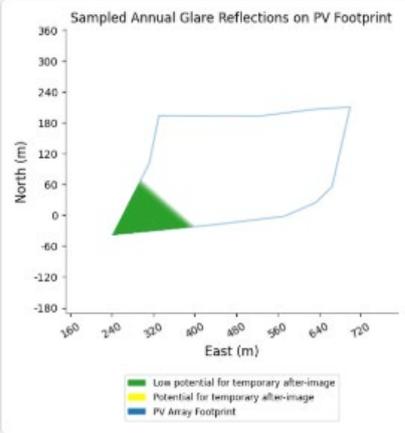
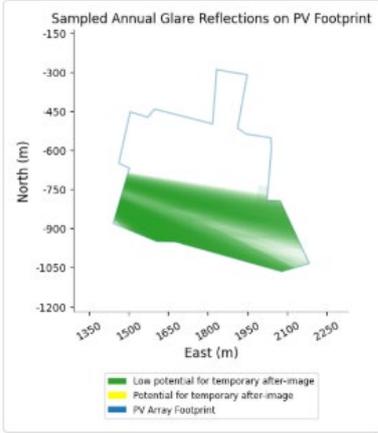
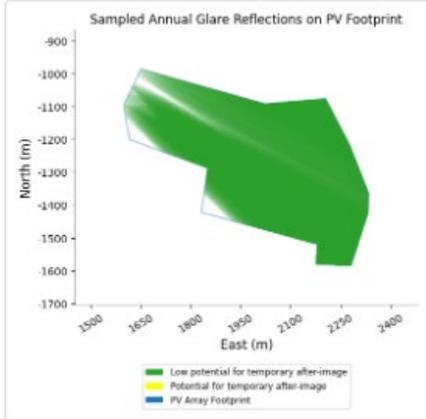
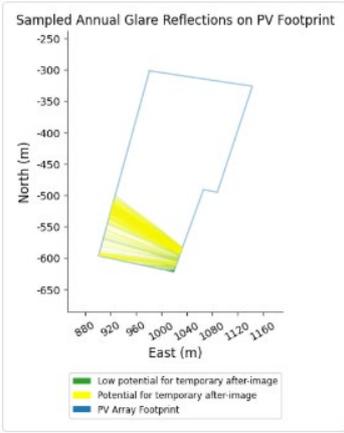
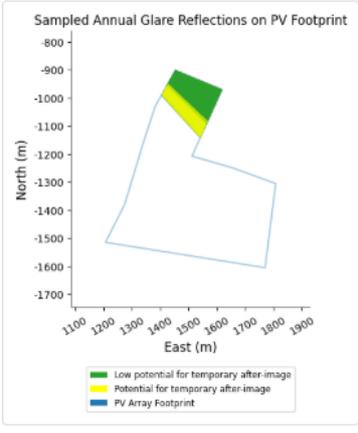


Green Hill E PV2:



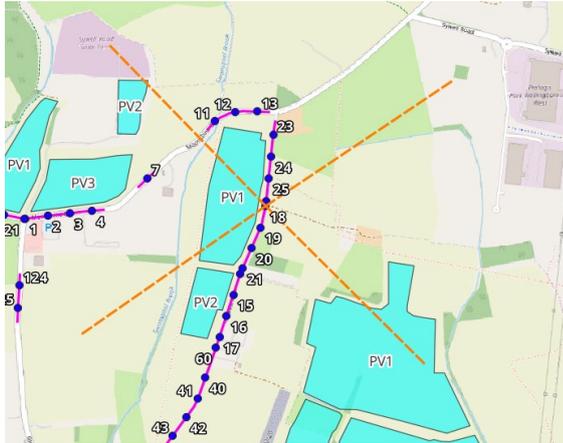
Modelled Point	Results
	<div data-bbox="694 293 1120 712" data-label="Figure"> <p>Sampled Annual Glare Reflections on PV Footprint</p> <p>North (m)</p> <p>East (m)</p> <p>Low potential for temporary after-image Potential for temporary after-image PV Array Footprint</p> </div> <p data-bbox="347 763 1302 824">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p data-bbox="209 1447 245 1473">17</p>	<p data-bbox="347 853 1422 913">Glare is predicted from PV1 and PV3 Green Hill C, PV2 Green Hill D, and PV1 to PV5.1 Green Hill E.</p> <p data-bbox="347 958 1422 1093">It is noted that Point 17 is outside the 1km screening distance of PV1 Green Hill C and PV4 and PV5.1 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV4 and PV5.1 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p data-bbox="347 1137 1449 1198">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div data-bbox="363 1243 858 1720" data-label="Figure"> <p data-bbox="363 1243 475 1272">50° FOV:</p> </div> <div data-bbox="922 1243 1358 1720" data-label="Figure"> <p data-bbox="922 1243 1145 1272">Green Hill C PV1:</p> <p>Sampled Annual Glare Reflections on PV Footprint</p> <p>North (m)</p> <p>East (m)</p> <p>Low potential for temporary after-image Potential for temporary after-image PV Array Footprint</p> </div> <div data-bbox="363 2040 587 2069" data-label="Text"> <p>Green Hill C PV3:</p> </div> <div data-bbox="922 2040 1145 2069" data-label="Text"> <p>Green Hill D PV2:</p> </div>



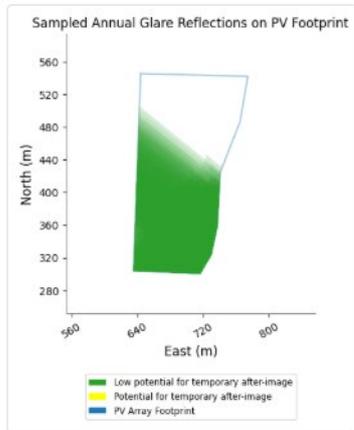
Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Green Hill E PV1:</p>  <p>Green Hill E PV2:</p>  <p>Green Hill E PV3:</p> </div> <div style="text-align: center;">  <p>Green Hill E PV2:</p>  <p>Green Hill E PV3:</p> </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>18</p>	<p>Glare is predicted from PV1 to PV3 Green Hill C, PV1 Green Hill D, and PV1 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div data-bbox="360 2047 475 2078">50° FOV:</div> <div data-bbox="951 2047 1171 2078">Green Hill C PV1:</div> </div>



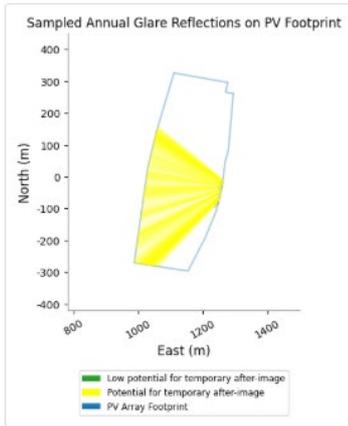
Modelled Point	Results
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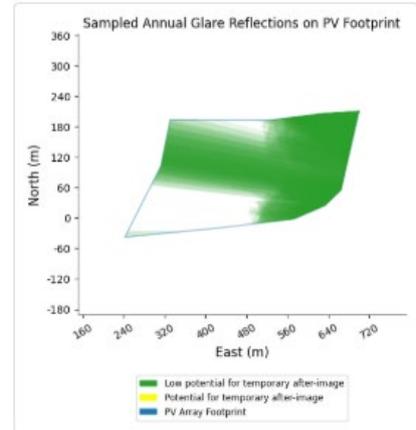
Green Hill C PV2:



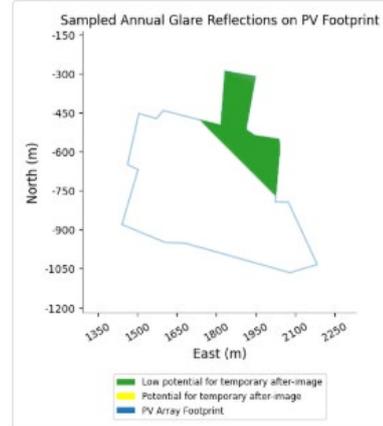
Green Hill D PV1:



Green Hill C PV3:



Green Hill E PV1:



As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.

19

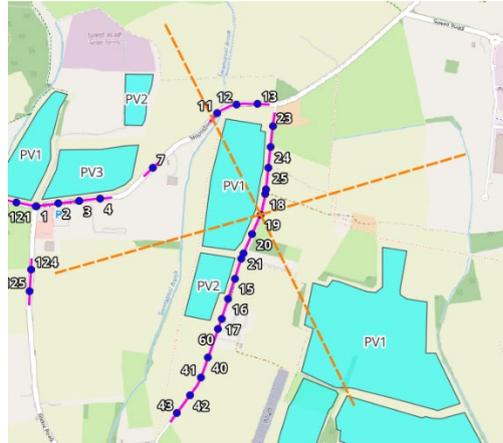
Glare is predicted from PV1 to PV3 Green Hill C, PV1 and PV2 Green Hill D, and PV1 Green Hill E.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

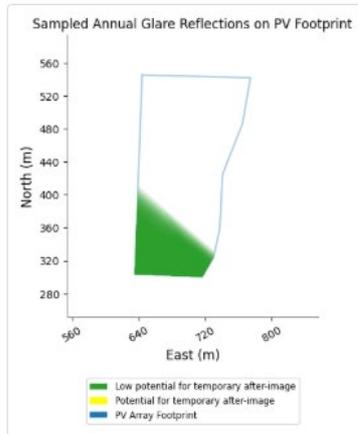
50° FOV:

Green Hill C PV1:

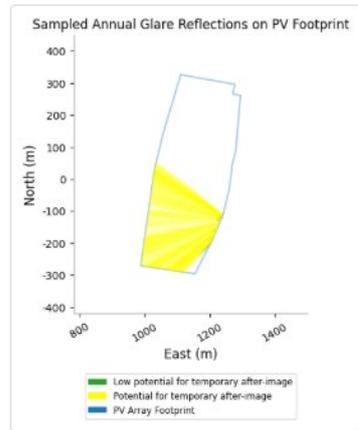
Modelled Point	Results
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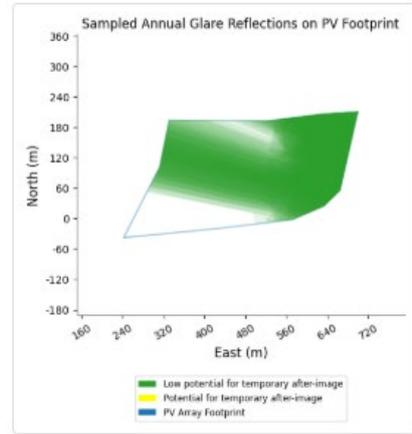
Green Hill C PV2:



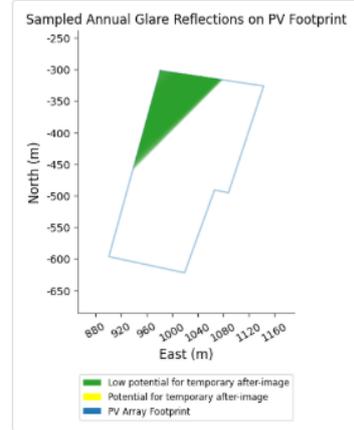
Green Hill D PV1:



Green Hill C PV3:

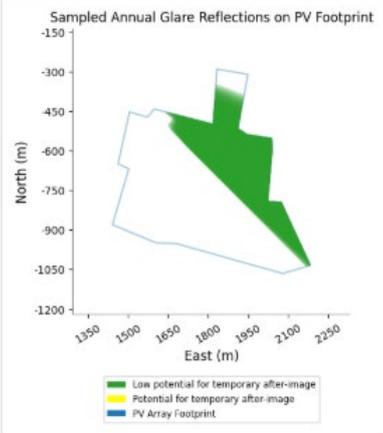
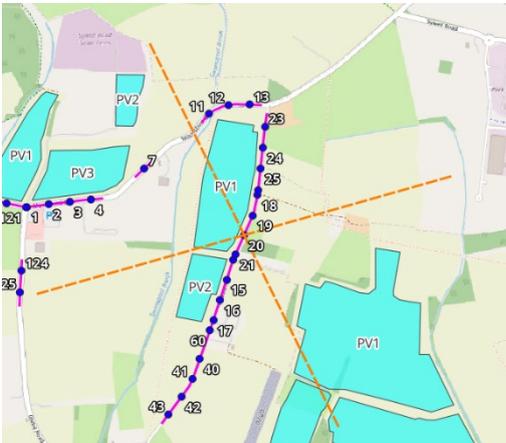
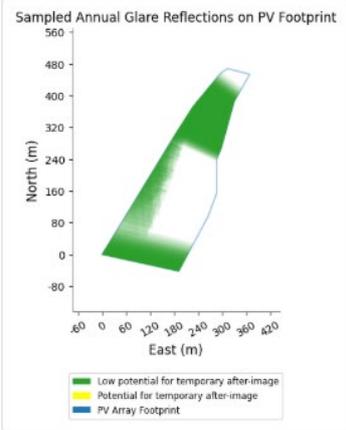
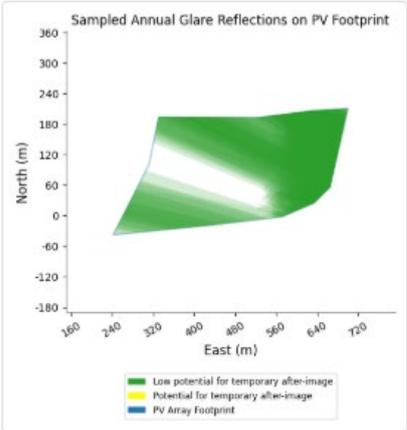
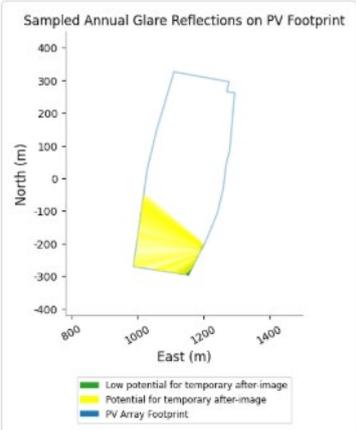


Green Hill D PV2:



Green Hill E PV1:

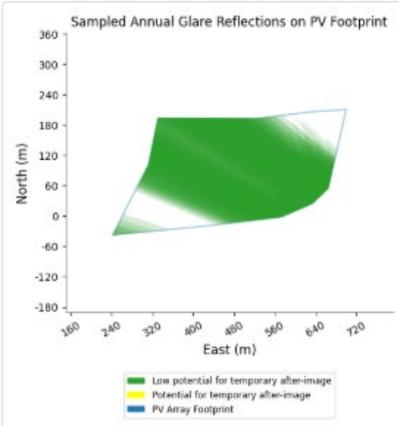
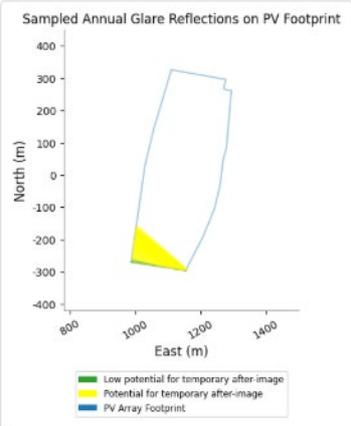
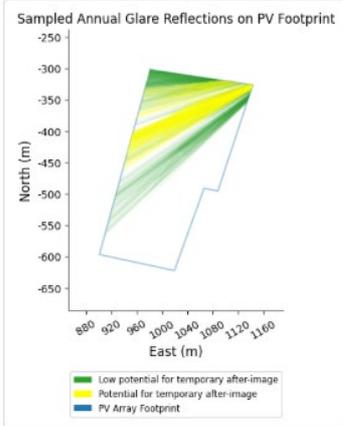
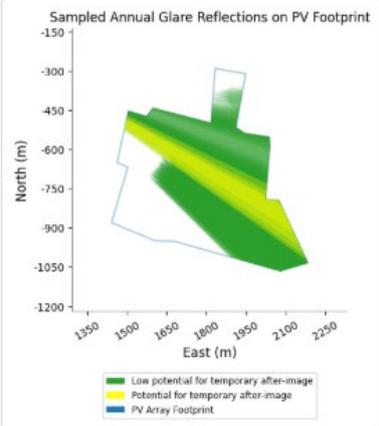


Modelled Point	Results
	 <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p>20</p>	<p>Glare is predicted from PV1 and PV3 Green Hill C, PV1 and PV2 Green Hill D, and PV1 and PV3 Green Hill Site E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <p>50° FOV:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV1:</p>  </div> <div style="width: 50%;"> <p>Green Hill C PV3:</p>  </div> <div style="width: 50%;"> <p>Green Hill D PV1:</p>  </div> <div style="width: 50%;"> <p>Green Hill D PV2:</p> </div> <div style="width: 50%;"> <p>Green Hill E PV1:</p> </div> </div>

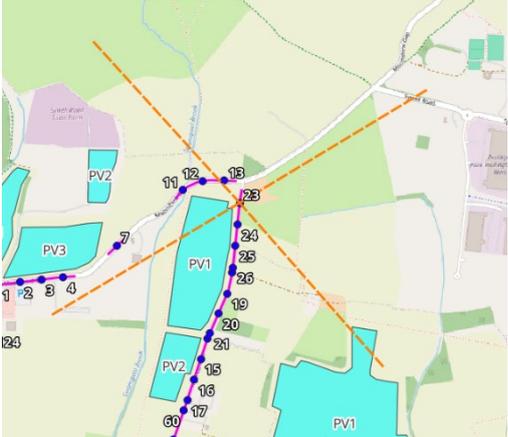
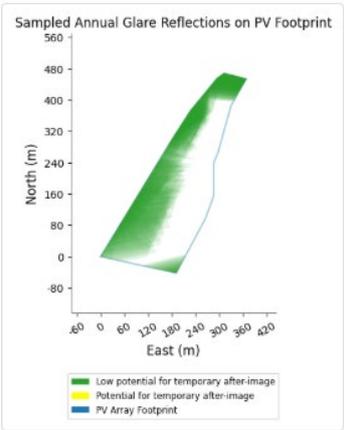
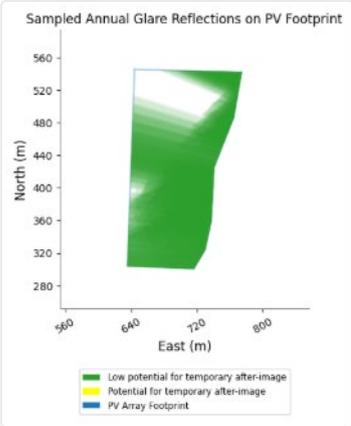
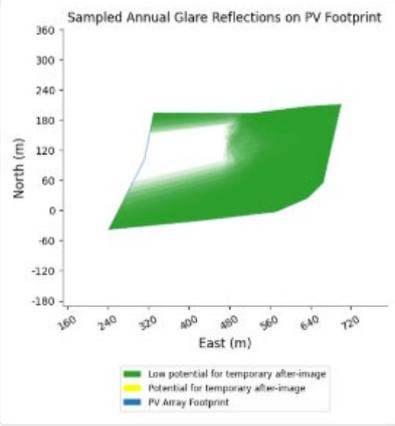
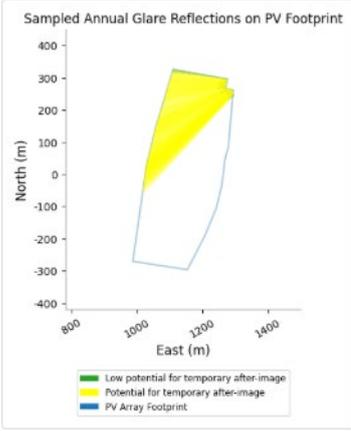
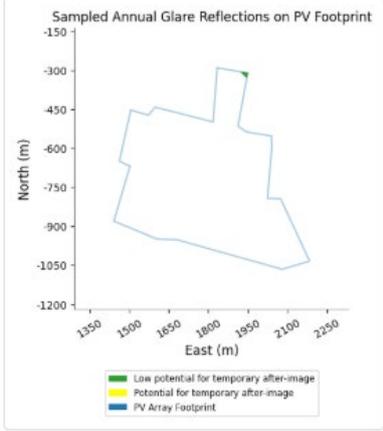


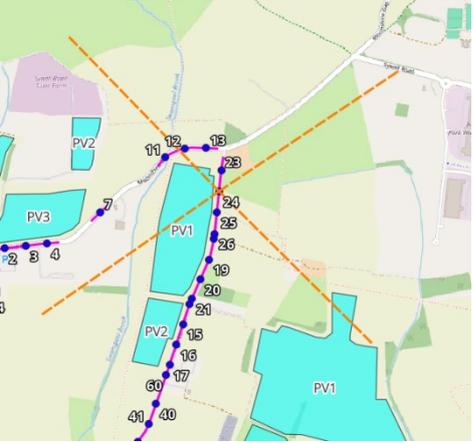
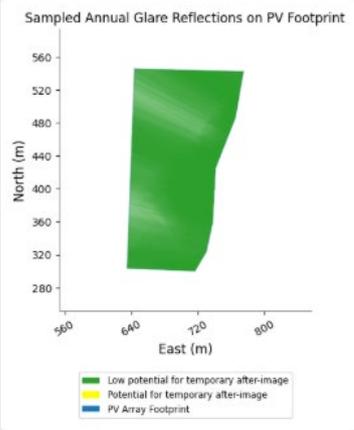
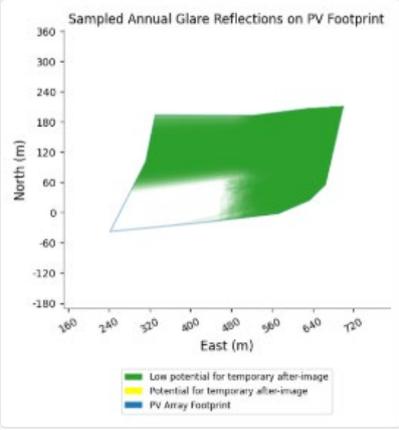
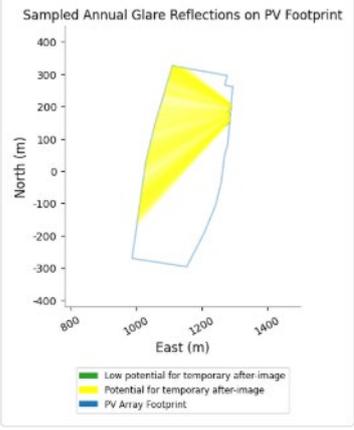
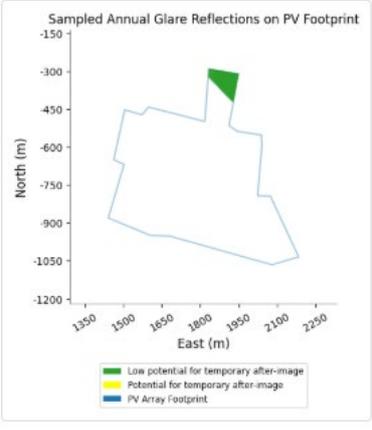
Modelled Point	Results
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<p data-bbox="209 1688 240 1720">21</p>	<p data-bbox="347 1323 1422 1391">Glare is predicted from PV1 and PV3 Green Hill C, PV1 and PV2 Green Hill D, and PV1 and PV3 Green Hill Site E.</p> <p data-bbox="347 1429 1453 1496">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1541 868 2018"> <p data-bbox="363 1541 475 1572">50° FOV:</p> </div> <div data-bbox="922 1541 1362 2011"> <p data-bbox="922 1541 1145 1572">Green Hill C PV1:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 2047 580 2078">Green Hill C PV3:</div> <div data-bbox="922 2047 1145 2078">Green Hill D PV1:</div> </div>

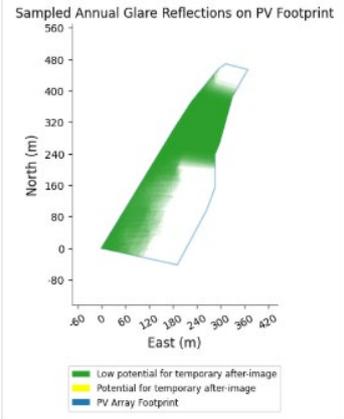
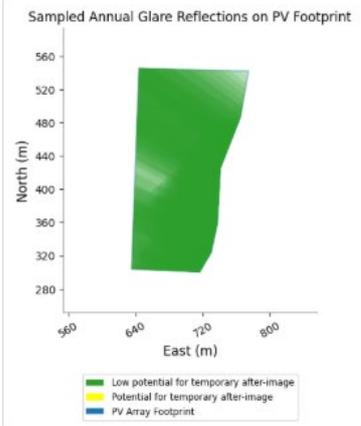
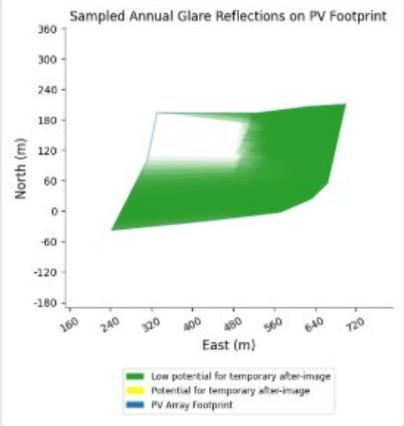
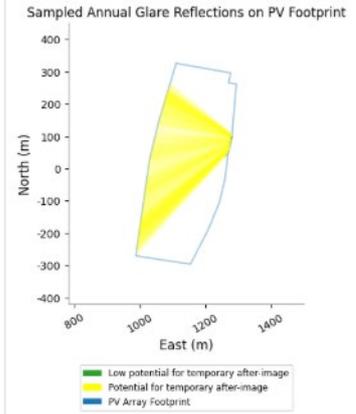
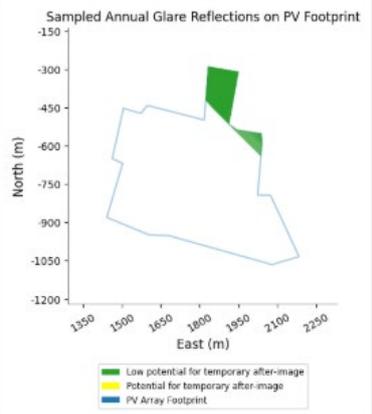


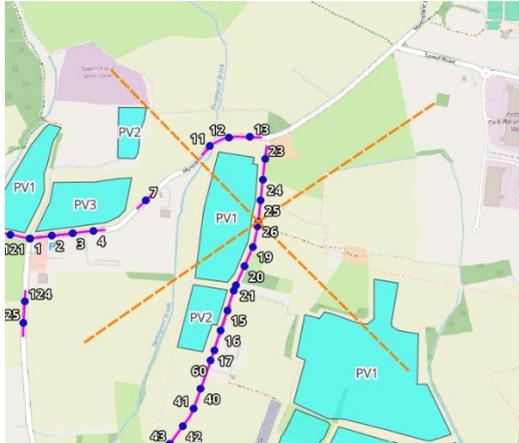
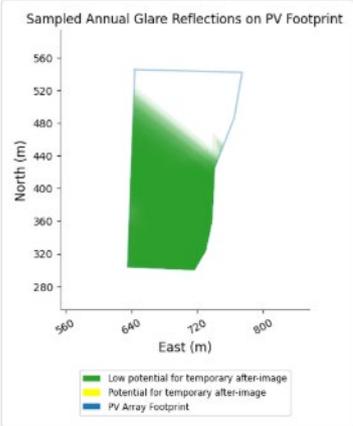
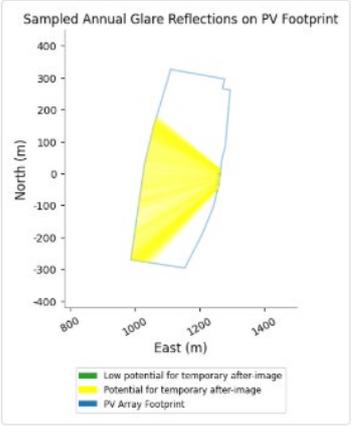
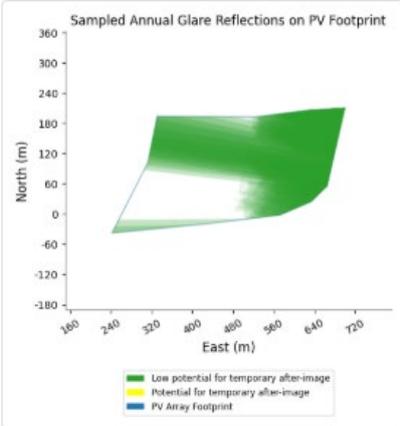
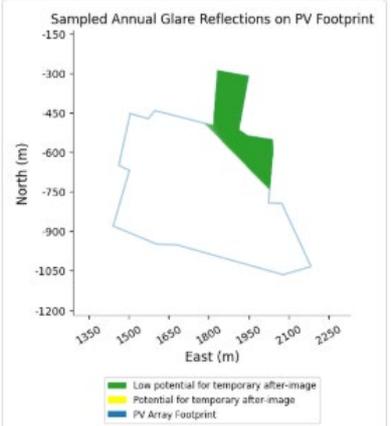
Modelled Point	Results
	<div style="display: flex; flex-wrap: wrap; justify-content: space-around;"> <div style="width: 45%;">  <p style="text-align: center;">Green Hill D PV2:</p>  <p style="text-align: center;">Green Hill E PV1:</p> </div> <div style="width: 45%;">  <p style="text-align: center;">Green Hill E PV3:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p>23</p>	<p>Glare is predicted from PV1 to PV3 Green Hill C, PV1 Green Hill D, and PV1 Green Hill Site E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div data-bbox="363 2047 475 2078">50° FOV:</div> <div data-bbox="927 2047 1145 2078">Green Hill C PV1:</div> </div>



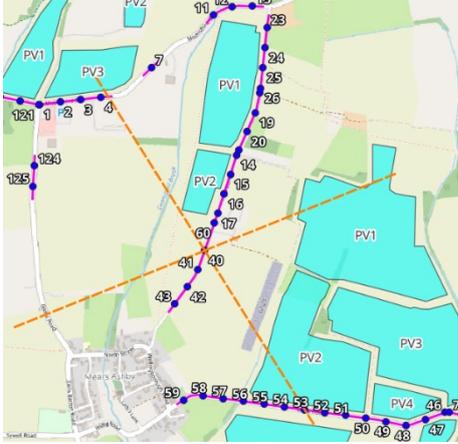
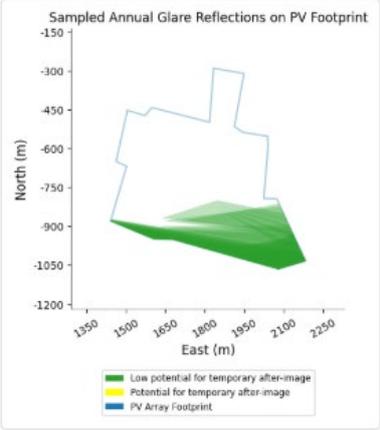
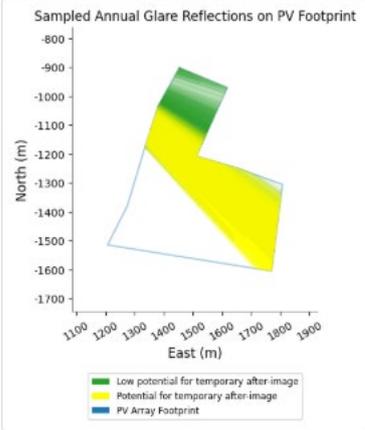
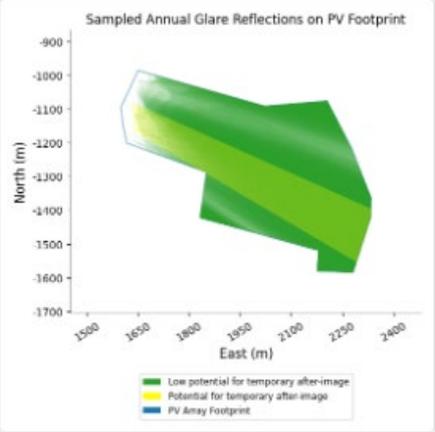
Modelled Point	Results	
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	<p data-bbox="363 725 584 759">Green Hill C PV2:</p> 	<p data-bbox="922 1196 1142 1229">Green Hill E PV1:</p> 
	<p data-bbox="363 1196 584 1229">Green Hill D PV1:</p> 	<p data-bbox="922 1677 1142 1711">Green Hill C PV1:</p> 
	<p data-bbox="347 1711 1302 1778">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>	
<p data-bbox="347 1800 1426 1868">Glare is predicted from PV1 to PV3 Green Hill C, PV1 Green Hill D, and PV1 Green Hill Site E.</p> <p data-bbox="347 1906 1453 1973">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p data-bbox="363 2047 475 2080">50° FOV:</p>	<p data-bbox="922 2047 1142 2080">Green Hill C PV1:</p>	

Modelled Point	Results	
	 <p>Green Hill C PV2:</p>  <p>Green Hill C PV3:</p>  <p>Green Hill D PV1:</p>  <p>Green Hill E PV1:</p> 	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p>25</p>	<p>Glare is predicted from PV1 to PV3 Green Hill C, PV1 Green Hill D, and PV1 Green Hill Site E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>	<p>Green Hill C PV1:</p>

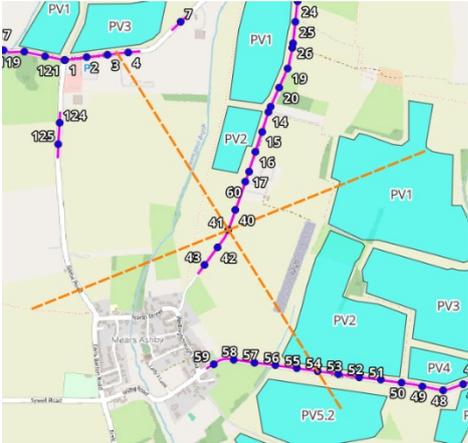
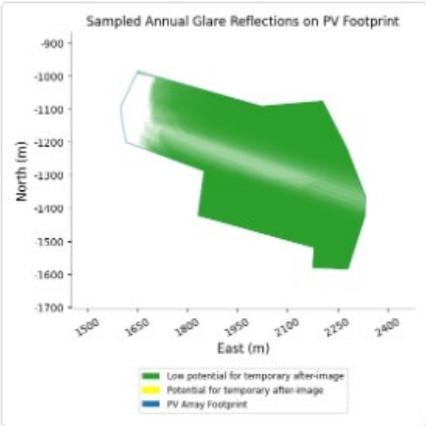
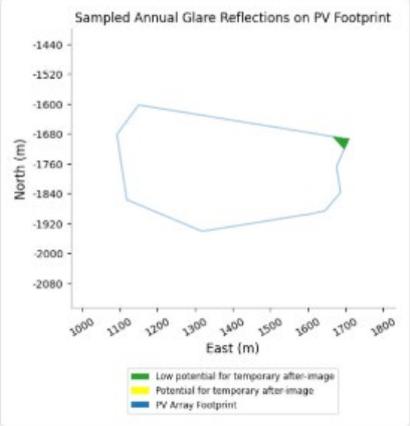
Modelled Point	Results	
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	<p data-bbox="363 730 580 763">Green Hill C PV2:</p> 	<p data-bbox="927 730 1144 763">Green Hill C PV3:</p> 
<p data-bbox="363 1200 580 1234">Green Hill D PV1:</p> 	<p data-bbox="927 1200 1144 1234">Green Hill E PV1:</p> 	
<p data-bbox="347 1715 1305 1783">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>		
<p data-bbox="347 1805 1426 1872">Glare is predicted from PV1 to PV3 Green Hill C, PV1 Green Hill D, and PV1 Green Hill Site E.</p> <p data-bbox="347 1906 1453 1973">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p data-bbox="363 2051 475 2085">50° FOV:</p>	<p data-bbox="927 2051 1144 2085">Green Hill C PV1:</p>	

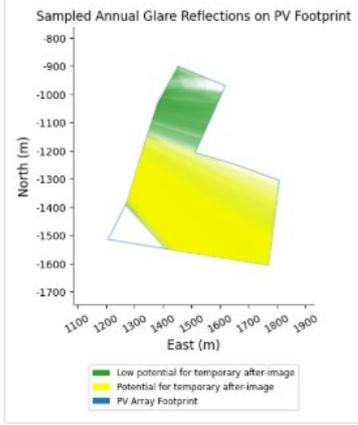
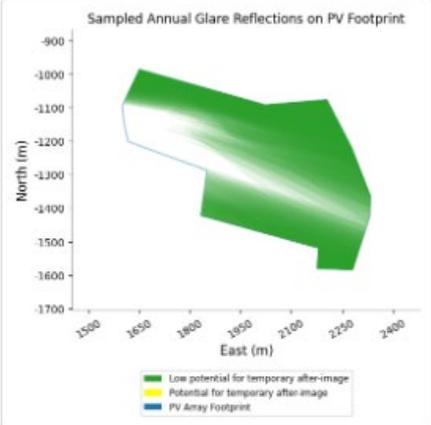
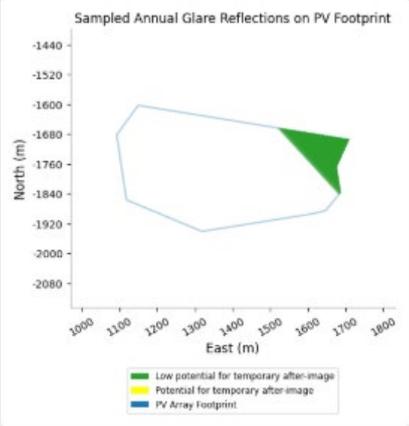
Modelled Point	Results
	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;">  <p>Green Hill C PV2:</p>  <p>Green Hill D PV1:</p>  </div> <div style="width: 48%;"> <p>Green Hill C PV3:</p>  <p>Green Hill E PV1:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p> <p>40</p> <p>Glare is predicted from PV1 to PV5.1 Green Hill E.</p> <p>It is noted that Point 40 is outside the 1km screening distance of PV4 and PV5.1 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV4 and PV5.1 Green Hill E will be a ‘low impact’. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



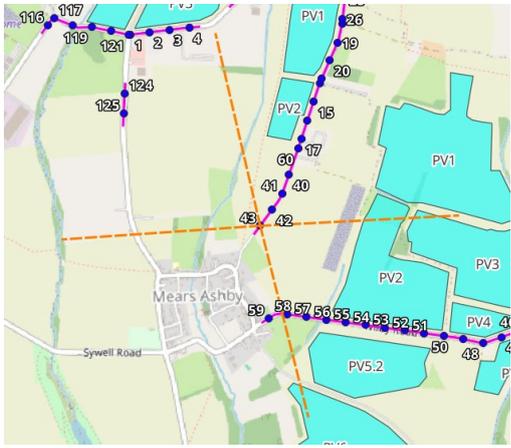
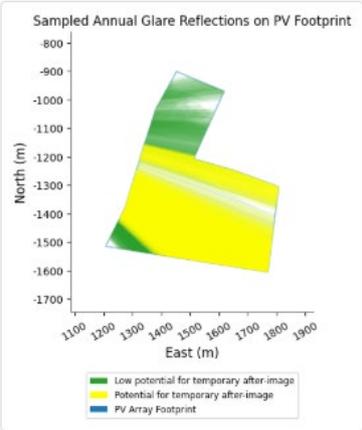
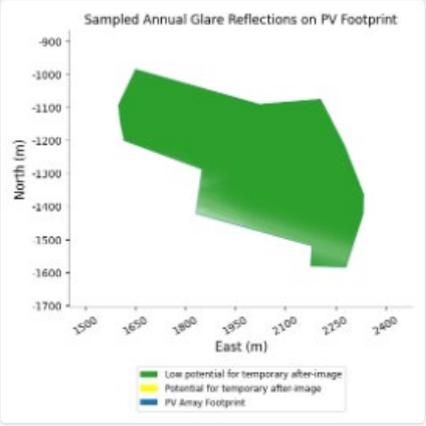
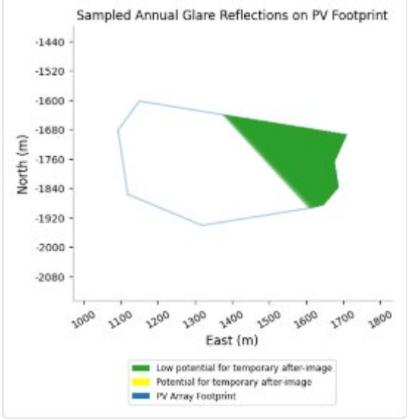
Modelled Point	Results
	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>50° FOV:</p>  </div> <div style="width: 48%;"> <p>Green Hill E PV1:</p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 48%;"> <p>Green Hill E PV2:</p>  </div> <div style="width: 48%;"> <p>Green Hill E PV3:</p>  </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>
<p>41</p>	<p>Glare is predicted from PV2 to PV5.2 Green Hill E.</p> <p>It is noted that Point 41 is outside the 1km screening distance of PV1 Green Hill C and PV4 and PV5.1 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV4 and PV5.1 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 48%;"> <p>50° FOV:</p> </div> <div style="width: 48%;"> <p>Green Hill E PV2:</p> </div> </div>



Modelled Point	Results
	 <p data-bbox="363 725 576 757">Green Hill E PV3:</p>  <p data-bbox="927 725 1161 757">Green Hill E PV5.2:</p>  <p data-bbox="347 1234 1453 1339">Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p data-bbox="209 1697 245 1729">42</p>	<p data-bbox="347 1361 970 1393">Glare is predicted from PV1 to PV5.2 Green Hill E.</p> <p data-bbox="347 1435 1422 1570">It is noted that Point 42 is outside the 1km screening distance of PV1 Green Hill C and PV4 and PV5.1 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV4 and PV5.1 Green Hill E will be a ‘low impact’. As such, no further mitigation is required.</p> <p data-bbox="347 1615 1449 1675">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p data-bbox="363 2040 475 2072">50° FOV:</p> <p data-bbox="927 2040 1139 2072">Green Hill E PV1:</p>

Modelled Point	Results
	 <p data-bbox="363 725 577 757">Green Hill E PV2:</p>  <p data-bbox="922 725 1136 757">Green Hill E PV3:</p>  <p data-bbox="788 1205 1027 1236">Green Hill E PV5.2:</p>  <p data-bbox="347 1711 1305 1778">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>
<p data-bbox="210 1908 245 1939">43</p>	<p data-bbox="347 1800 970 1832">Glare is predicted from PV2 to PV5.2 Green Hill E.</p> <p data-bbox="347 1872 1426 2011">It is noted that Point 43 is outside the 1km screening distance of PV1 Green Hill C and PV4 and PV5.1 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV4 and PV5.1 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p>



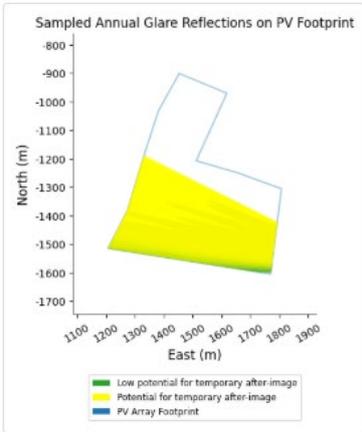
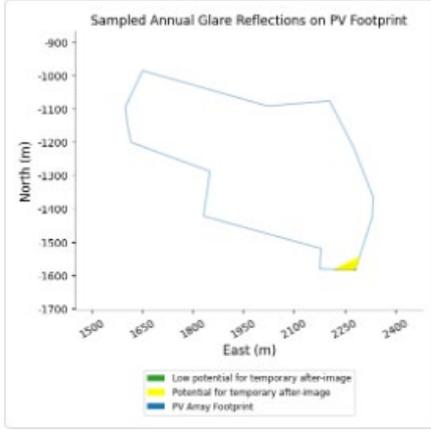
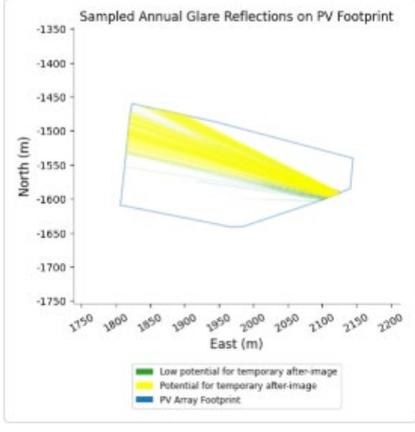
Modelled Point	Results
	<p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill E PV2:</p>  <p>Green Hill E PV3:</p>  <p>Green Hill E PV5.2:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.5.2.</p>

Detailed ForgeSolar output results are available on request.

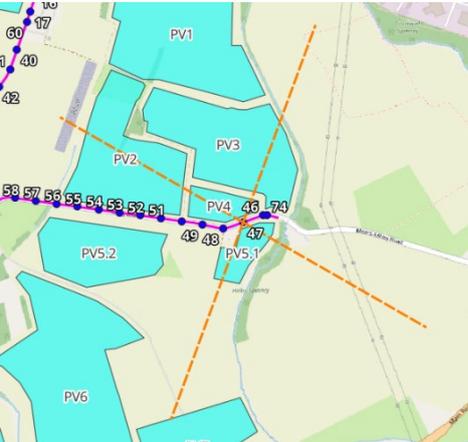
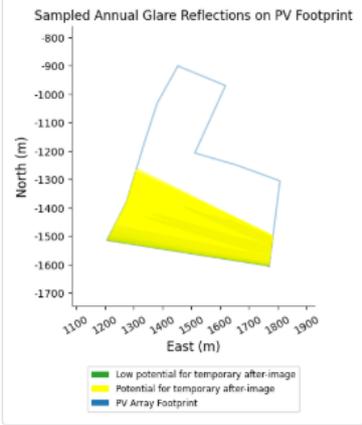
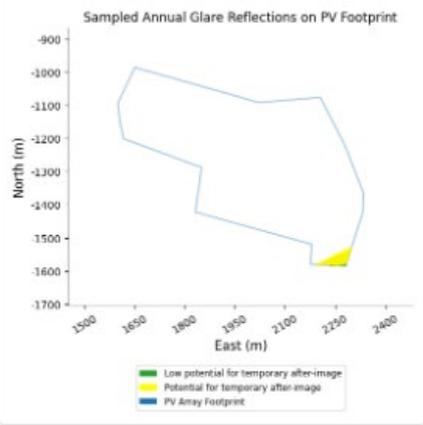
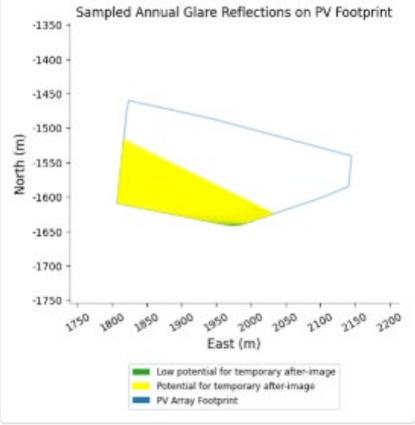
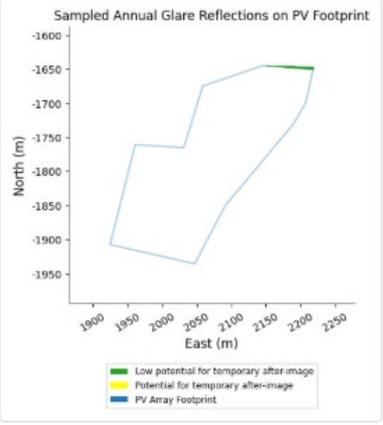
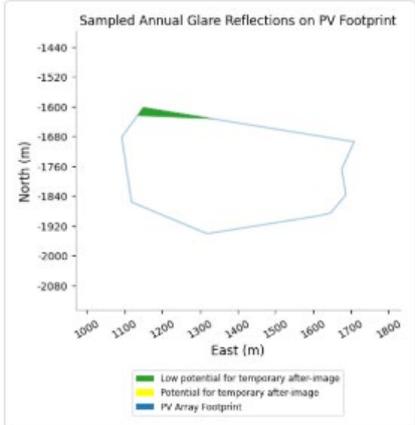
Appendix G: Route 6 Modelling Results

Route 6 - Fixed Panel Modelling Results

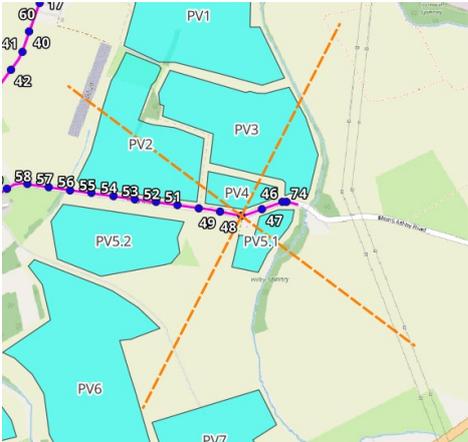
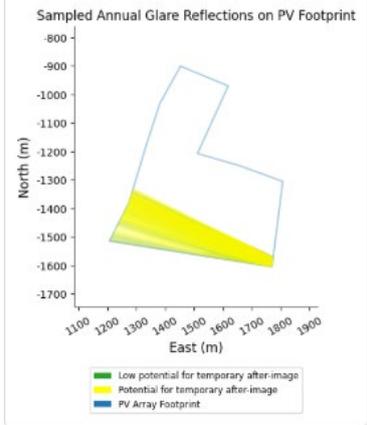
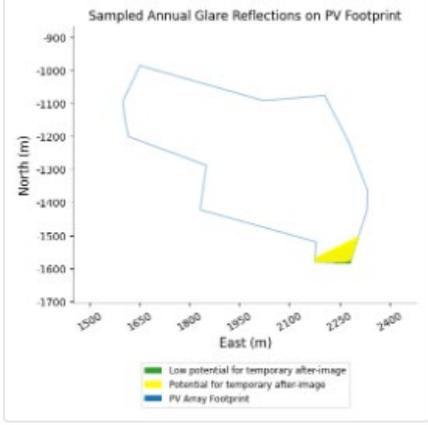
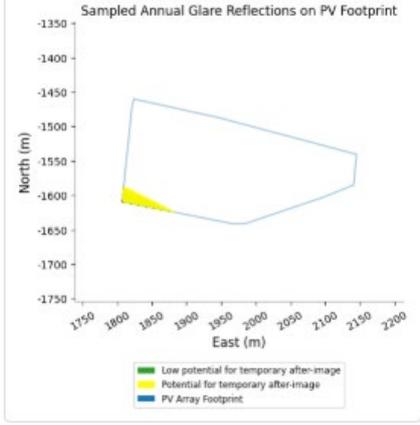
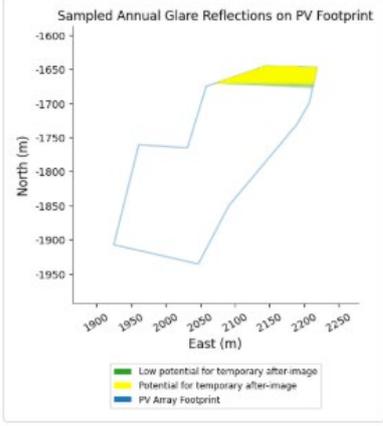
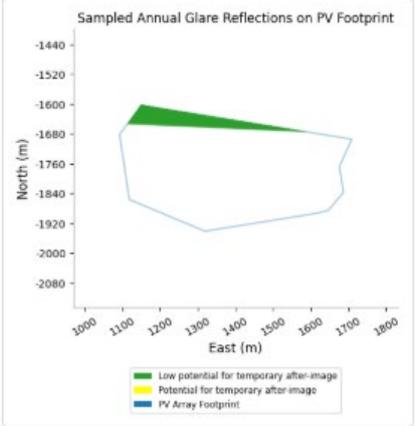
Table G.1: Route 6 - Fixed Panel Modelled Results

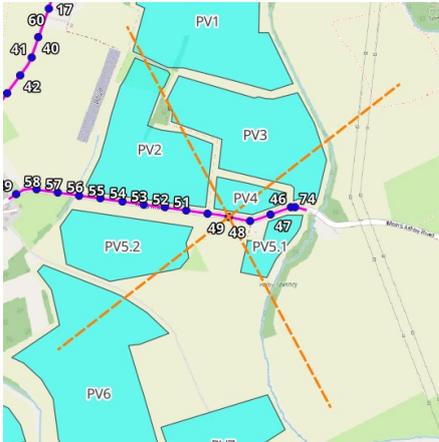
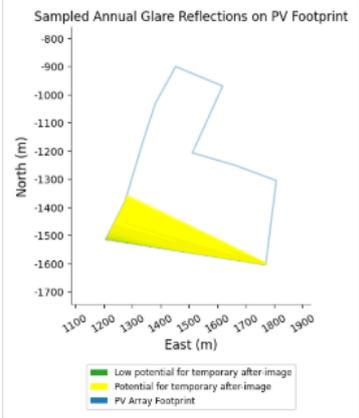
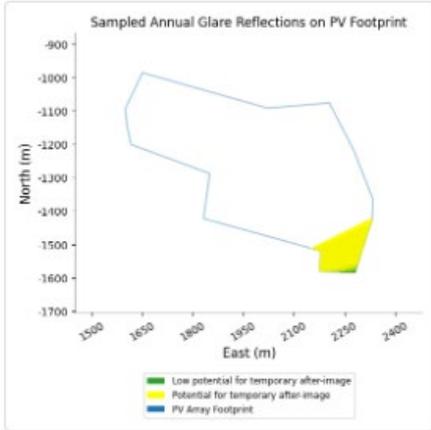
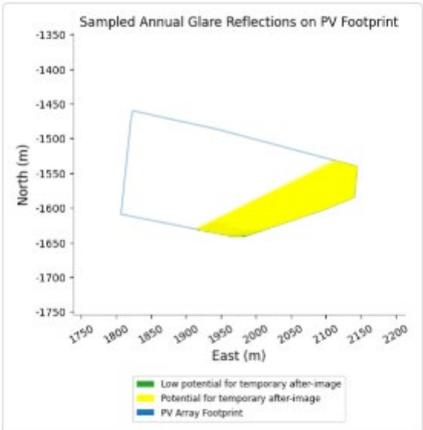
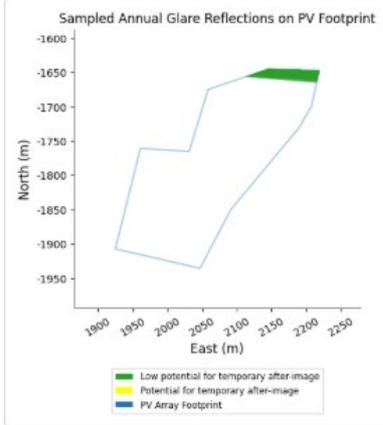
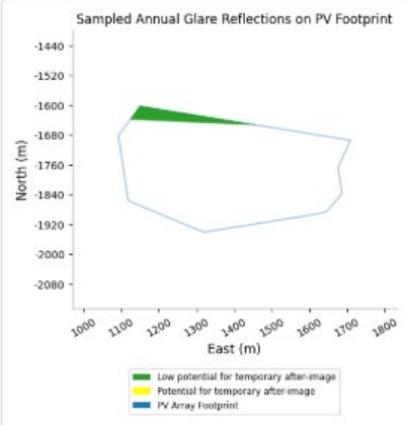
Modelled Point	Results
<p>46</p>	<p>Glare is predicted from PV2 to PV4 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill E PV2: </p> <p>Green Hill E PV3: </p> <p>Green Hill E PV4: </p> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>47</p>	<p>Glare is predicted from PV2 to PV5.2 Green Hill E</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

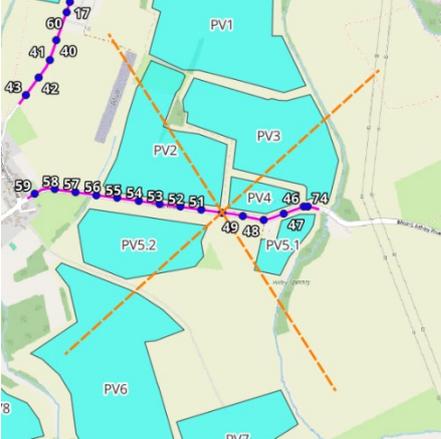
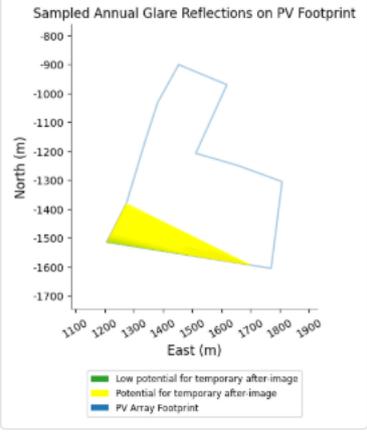
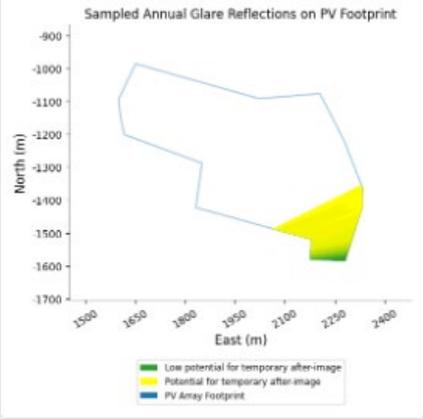
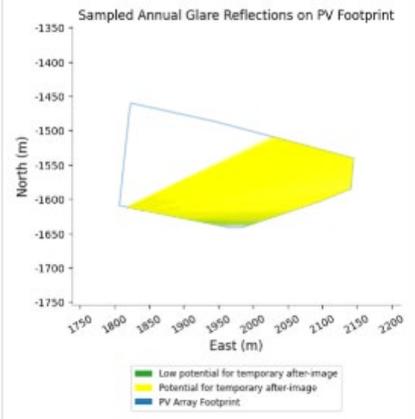
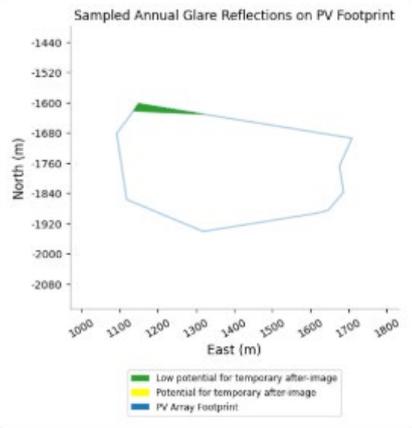


Modelled Point	Results
	<p>50° FOV:</p>  <p>Green Hill E PV2:</p>  <p>Green Hill E PV3:</p>  <p>Green Hill E PV4:</p>  <p>Green Hill E PV5.1:</p>  <p>Green Hill E PV5.2:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>48</p>	<p>Glare is predicted from PV2 to PV5.2 Green Hill E</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

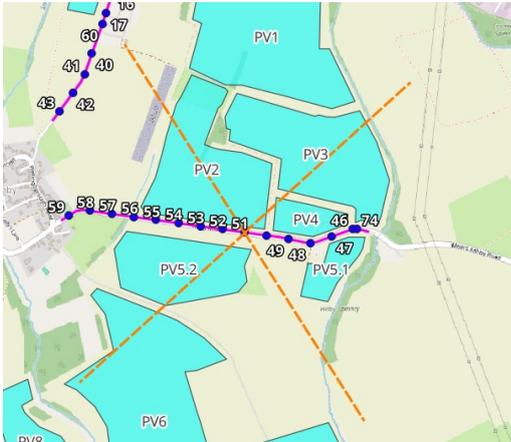
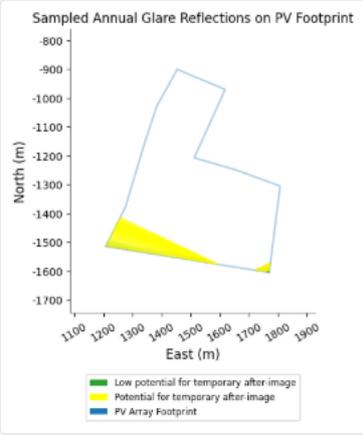
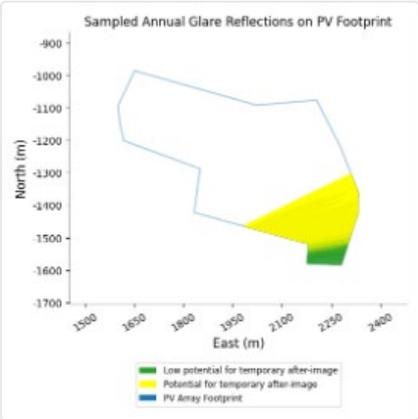
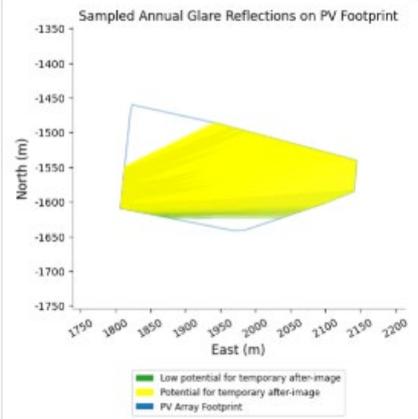
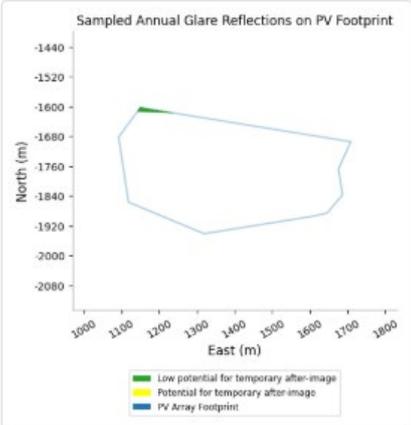


Modelled Point	Results
	<p>50° FOV:</p>  <p>Green Hill E PV2:</p>  <p>Green Hill E PV3:</p>  <p>Green Hill E PV4:</p>  <p>Green Hill E PV5.1:</p>  <p>Green Hill E PV5.2:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>49</p>	<p>Glare is predicted from PV2 to PV5.2 Green Hill E</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

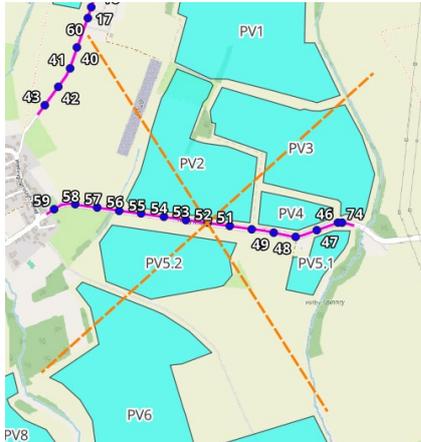
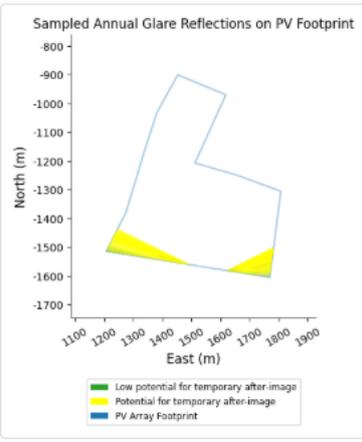
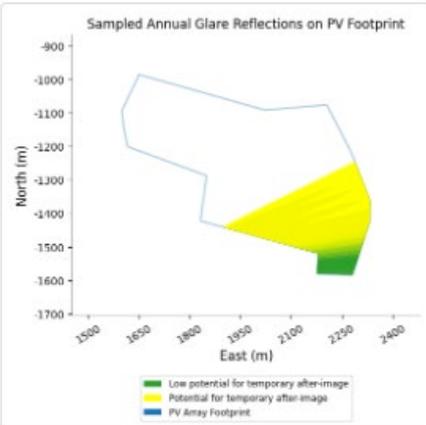
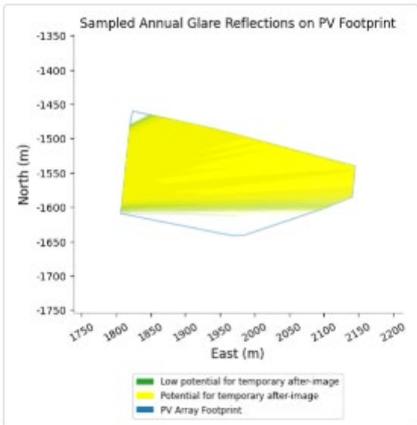
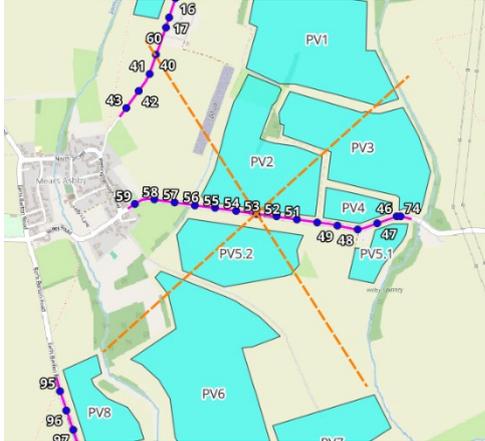
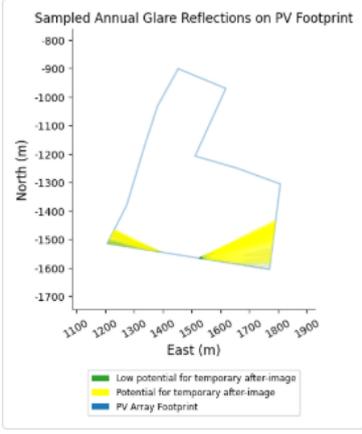
Modelled Point	Results	
	<p>50° FOV:</p> 	<p>Green Hill E PV2:</p> 
	<p>Green Hill E PV3:</p> 	<p>Green Hill E PV4:</p> 
	<p>Green Hill E PV5.1:</p> 	<p>Green Hill E PV5.2:</p> 
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>	
<p>50</p>	<p>Glare is predicted from PV2 to PV4 and PV5.2 Green Hill E</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>	

Modelled Point	Results
	<p data-bbox="363 286 478 315">50° FOV:</p>  <p data-bbox="927 286 1139 315">Green Hill E PV2:</p>  <p data-bbox="363 797 576 826">Green Hill E PV3:</p>  <p data-bbox="927 797 1139 826">Green Hill E PV4:</p>  <p data-bbox="791 1312 1031 1341">Green Hill E PV5.2:</p>  <p data-bbox="347 1821 1302 1883">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p data-bbox="209 1980 244 2009">51</p>	<p data-bbox="347 1910 1075 1939">Glare is predicted from PV2 to PV4 and PV5.2 Green Hill E</p> <p data-bbox="347 1980 1449 2042">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



Modelled Point	Results
	<p>50° FOV:</p>  <p>Green Hill E PV2:</p>  <p>Green Hill E PV3:</p>  <p>Green Hill E PV4:</p>  <p>Green Hill E PV5.2:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>52</p>	<p>Glare is predicted from PV2 to PV4 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

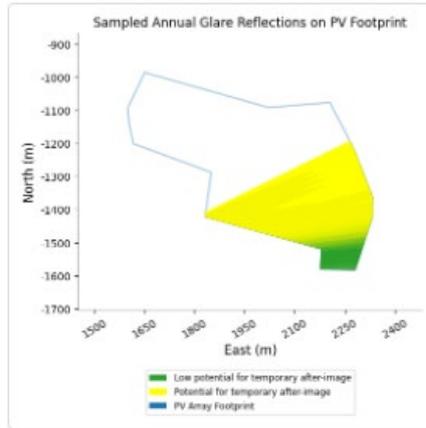


Modelled Point	Results	
	<p>50° FOV:</p> 	<p>Green Hill E PV2:</p> 
	<p>Green Hill E PV3:</p> 	<p>Green Hill E PV4:</p> 
<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>		
<p>53</p>	<p>Glare is predicted from PV2 to PV4 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill E PV2:</p> 	

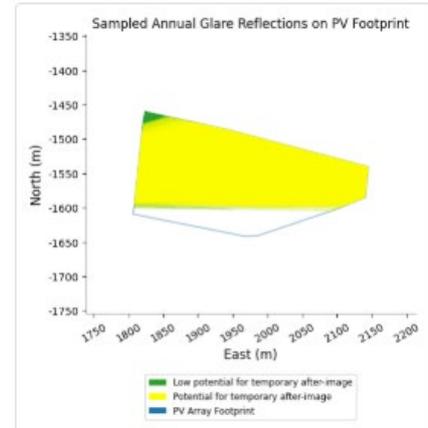


Modelled Point	Results
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Green Hill E PV3:



Green Hill E PV4:

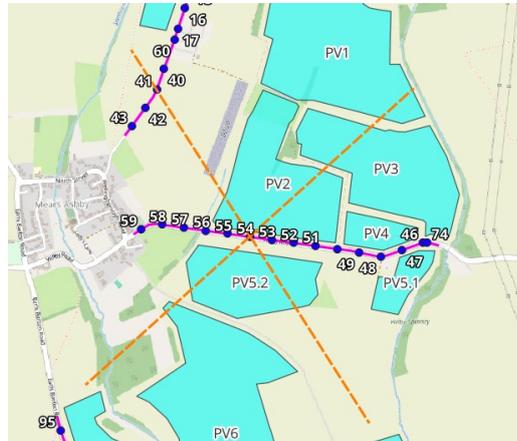


As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.

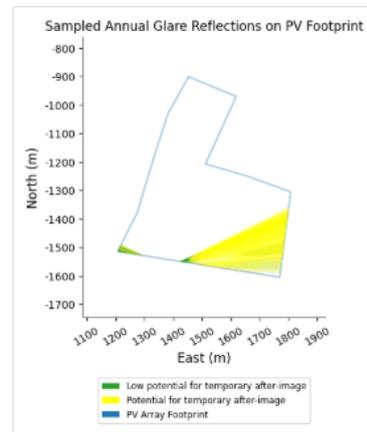
Glare is predicted from PV2 to PV4 Green Hill E.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

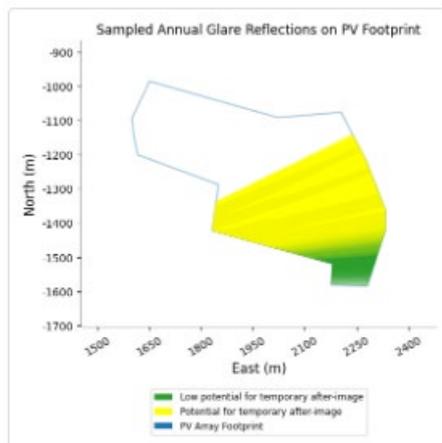
50° FOV:



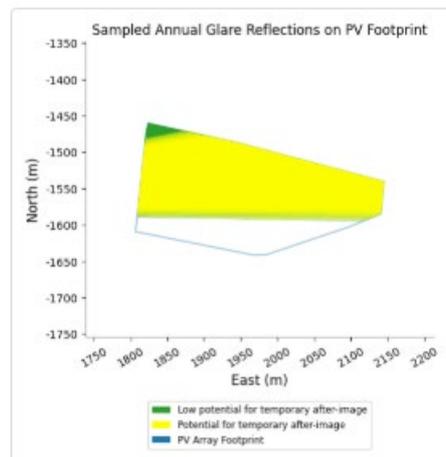
Green Hill E PV2:



Green Hill E PV3:

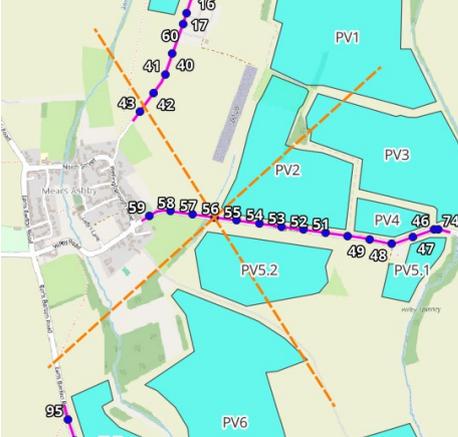
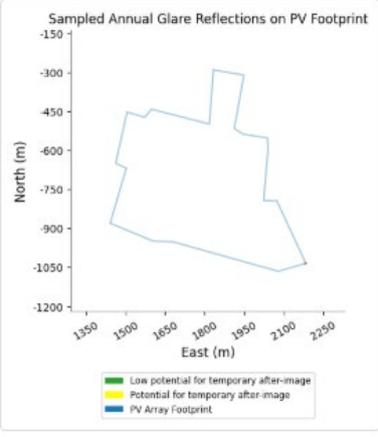
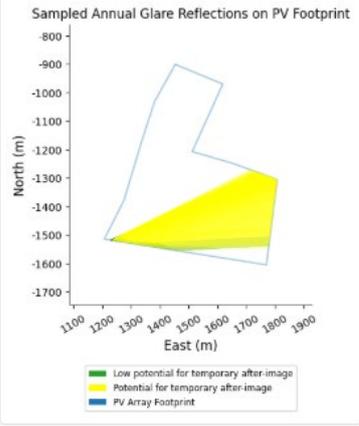
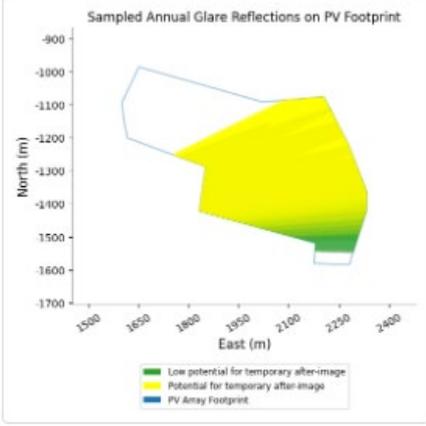
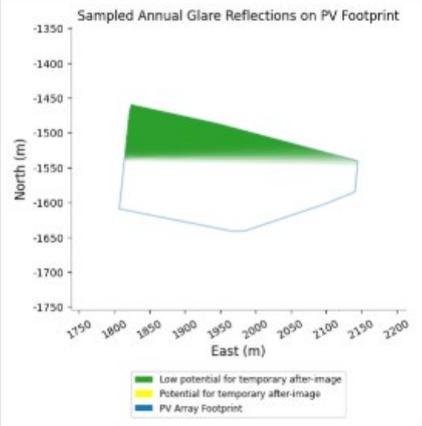


Green Hill E PV4:



Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>55</p>	<p>Glare is predicted from PV2 to PV4 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="405 589 855 1059"> <p>50° FOV:</p> </div> <div data-bbox="922 589 1369 1059"> <p>Green Hill E PV2:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1066 842 1536"> <p>Green Hill E PV3:</p> </div> <div data-bbox="922 1066 1401 1536"> <p>Green Hill E PV4:</p> </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>56</p>	<p>Glare is predicted from PV1 to PV4 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

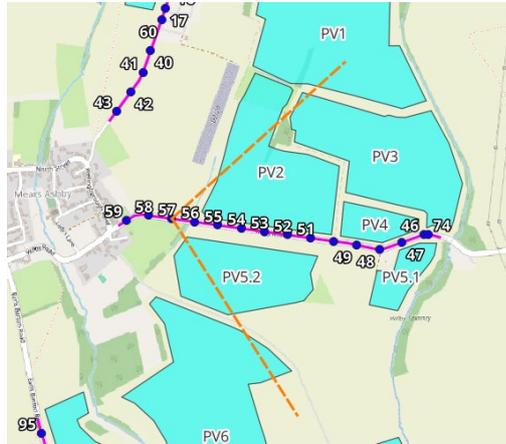


Modelled Point	Results
	<p data-bbox="363 286 478 315">50° FOV:</p>  <p data-bbox="927 286 1141 315">Green Hill E PV1:</p>  <p data-bbox="363 835 577 864">Green Hill E PV2:</p>  <p data-bbox="927 835 1141 864">Green Hill E PV3:</p>  <p data-bbox="802 1312 1016 1341">Green Hill E PV4:</p>  <p data-bbox="347 1821 1302 1888">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p data-bbox="212 1984 244 2013">57</p>	<p data-bbox="347 1910 948 1939">Glare is predicted from PV1 to PV4 Green Hill E.</p> <p data-bbox="347 1984 1449 2051">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

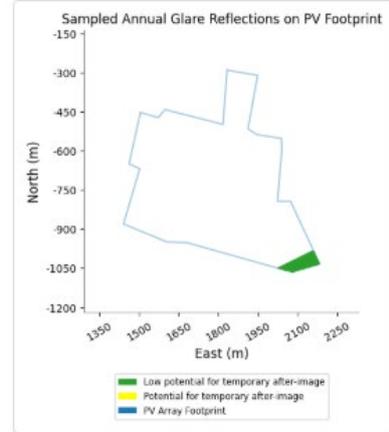


Modelled Point	Results
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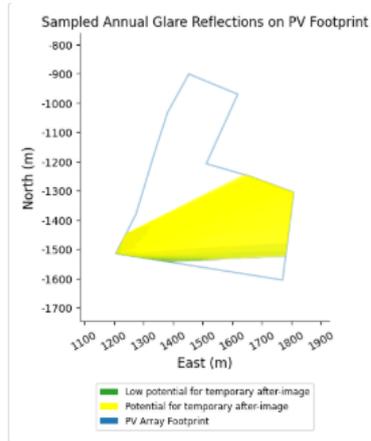
50° FOV:



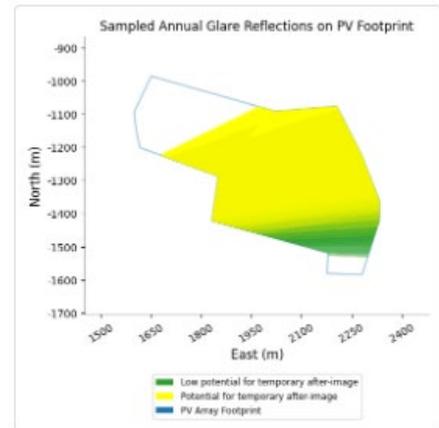
Green Hill E PV1:



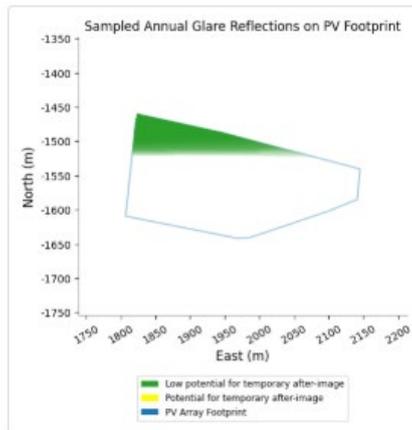
Green Hill E PV2:



Green Hill E PV3:



Green Hill E PV4:



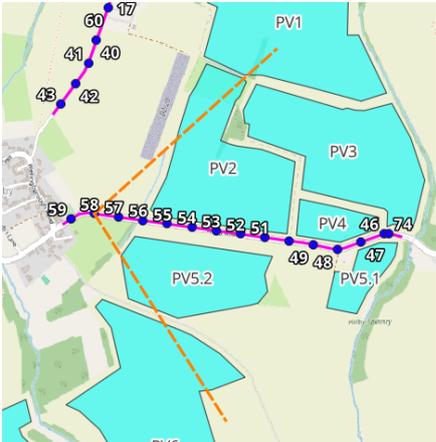
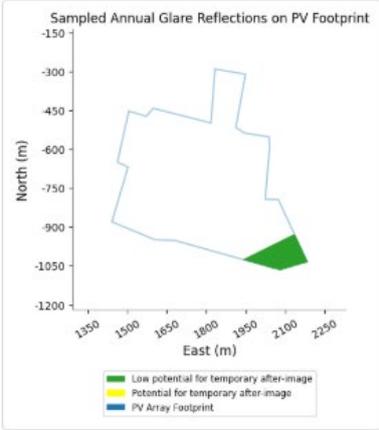
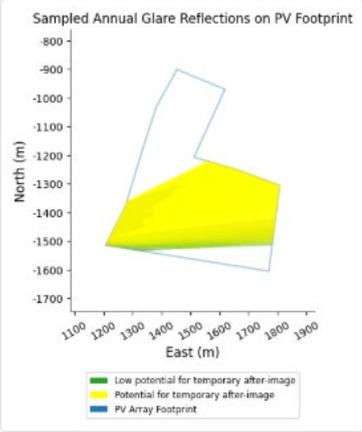
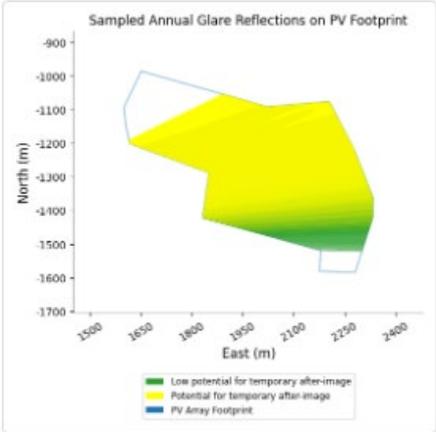
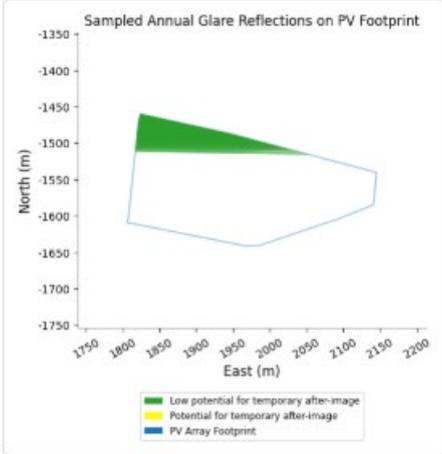
As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.

58

Glare is predicted from PV1 to PV4 Green Hill E.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

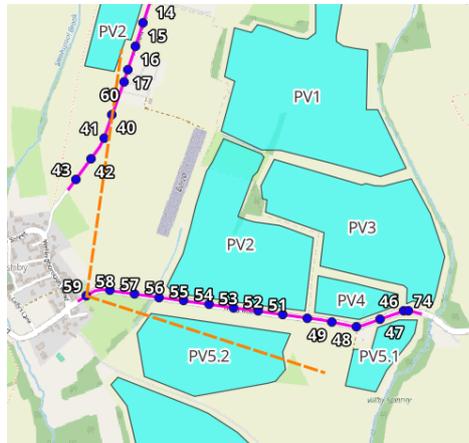


Modelled Point	Results
	<p>50° FOV:</p>  <p>Green Hill E PV1:</p>  <p>Green Hill E PV2:</p>  <p>Green Hill E PV3:</p>  <p>Green Hill E PV4:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>59</p>	<p>Glare is predicted from PV1 to PV4 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

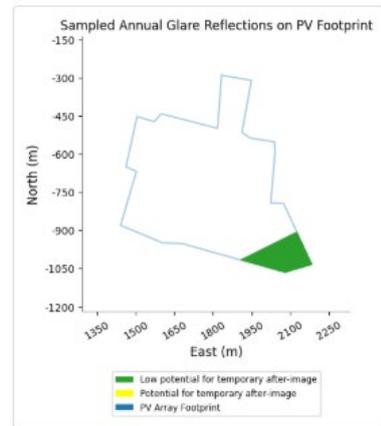


Modelled Point	Results
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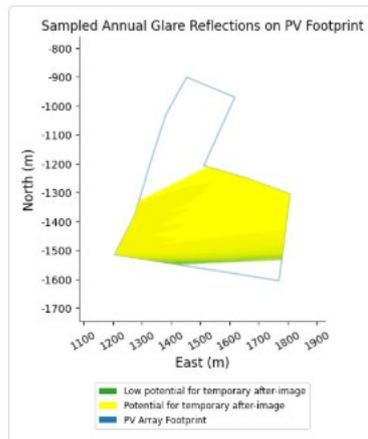
50° FOV:



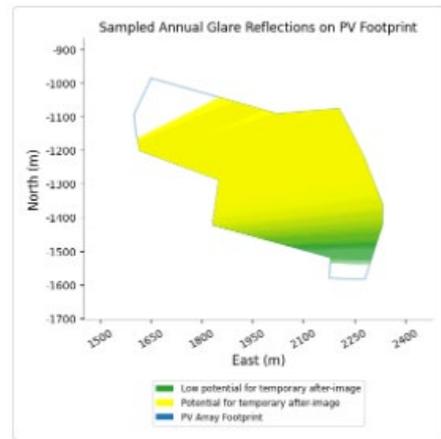
Green Hill E PV1:



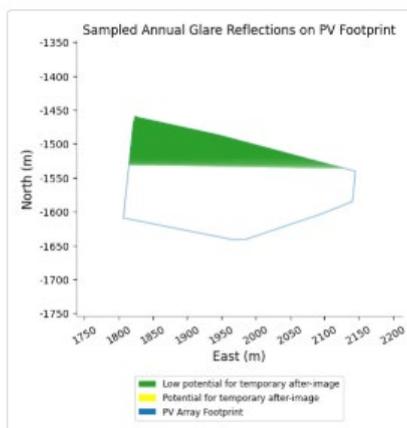
Green Hill E PV2:



Green Hill E PV3:



Green Hill E PV4:



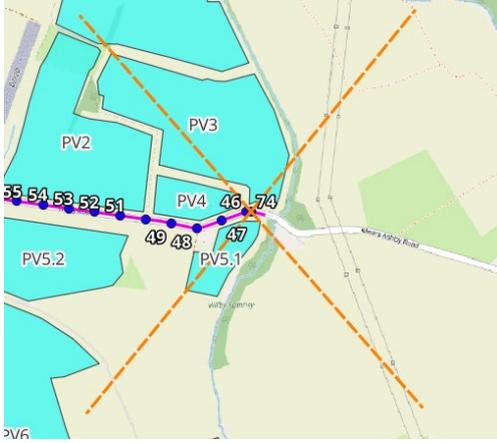
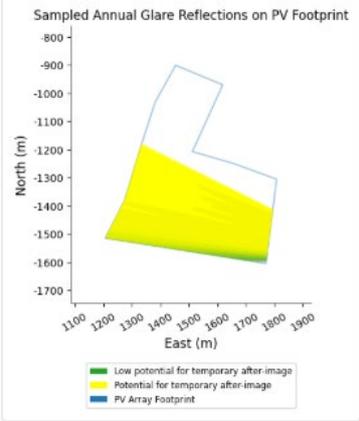
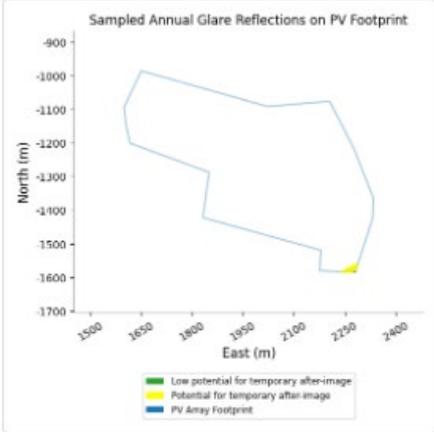
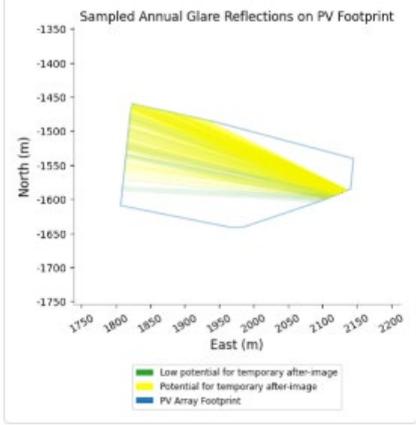
As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.

Glare is predicted from PV2 to PV4 Green Hill E.

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The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.



Modelled Point	Results
	<p data-bbox="363 286 478 315">50° FOV:</p>  <p data-bbox="927 286 1141 315">Green Hill E PV2:</p>  <p data-bbox="363 797 577 826">Green Hill E PV3:</p>  <p data-bbox="927 797 1141 826">Green Hill E PV4:</p>  <p data-bbox="347 1312 1302 1373">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>

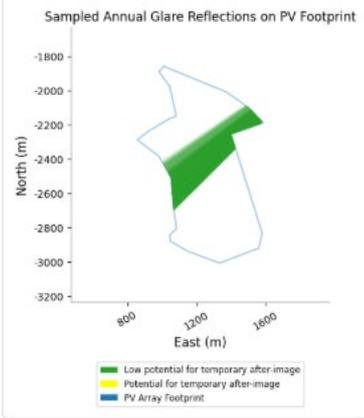
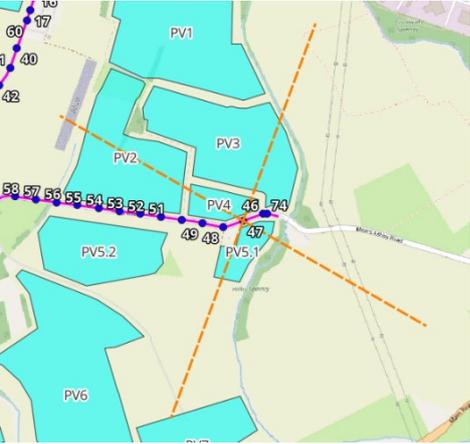
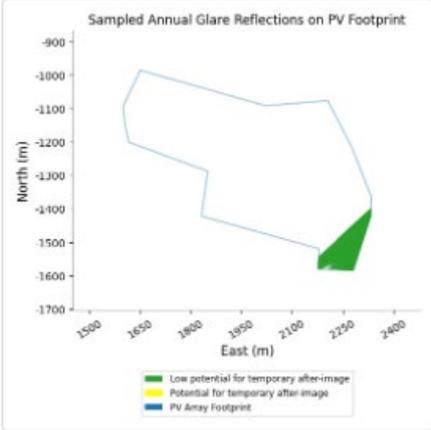
Detailed ForgeSolar output results are available on request.

Route 6 - Tracking Panel Modelling Results

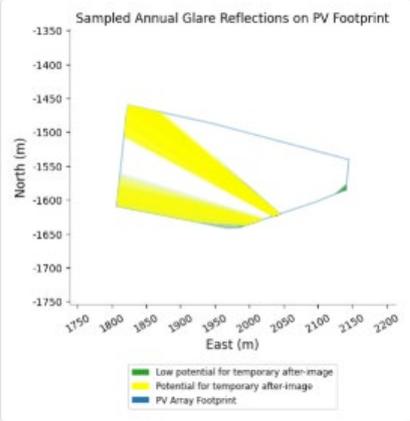
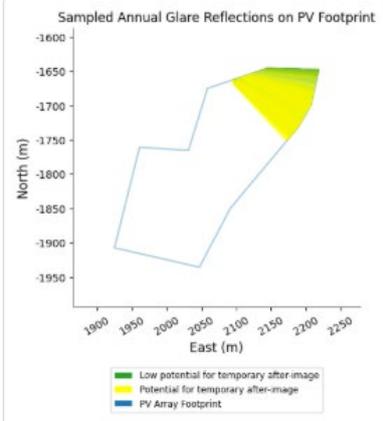
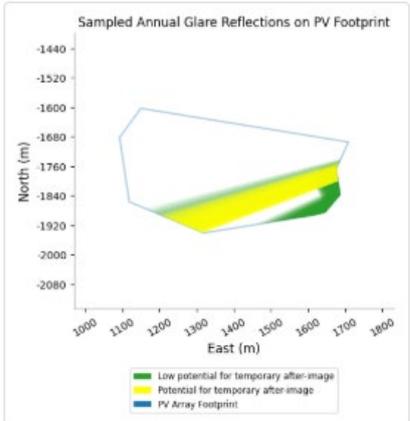
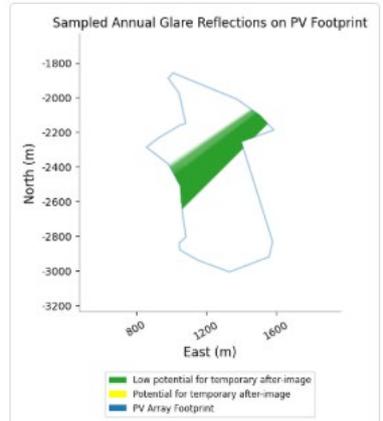
Table G.2: Route 6 - Tracking Panel Modelled Result

Modelled Point	Results
46	<p>Glare is predicted from PV3, PV5.1 to PV6, and PV8 Green Hill E.</p> <p>It is noted that Point 46 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="360 707 845 1182"> <p>50° FOV:</p> </div> <div data-bbox="922 707 1407 1182"> <p>Green Hill E PV3:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="360 1187 845 1653"> <p>Green Hill E PV5.1:</p> </div> <div data-bbox="922 1187 1407 1653"> <p>Green Hill E PV5.2:</p> </div> </div>

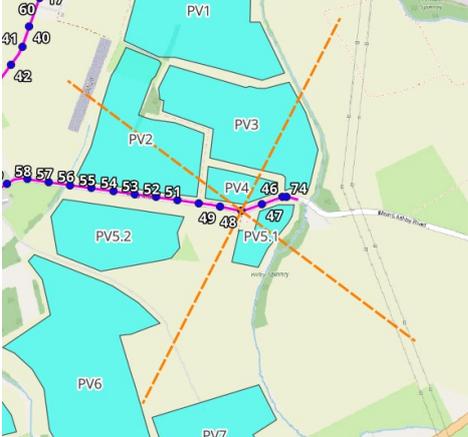
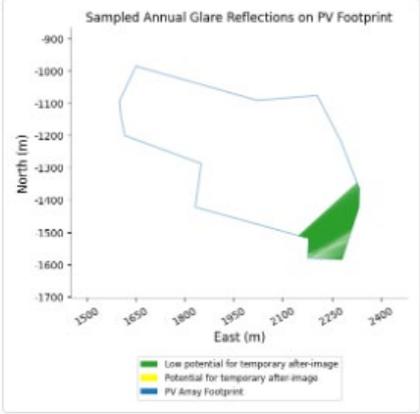
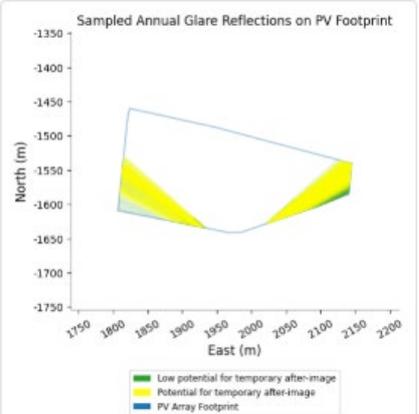
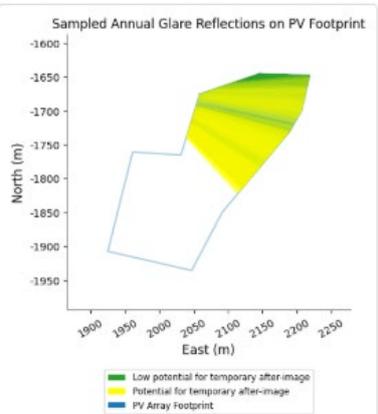
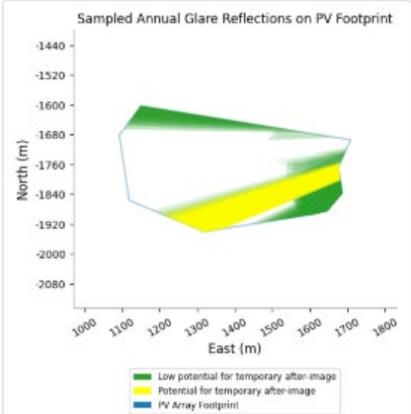
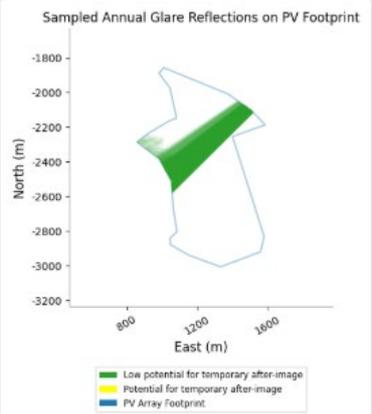


Modelled Point	Results
	<p style="text-align: center;">Green Hill E PV6:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p style="text-align: center;">47</p>	<p>Glare is predicted from PV3 to PV6 and PV8 Green Hill E</p> <p>It is noted that Point 47 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1205 865 1682"> <p>50° FOV:</p>  </div> <div data-bbox="927 1205 1401 1675"> <p>Green Hill E PV3:</p>  </div> </div>



Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>Green Hill E PV4:</p>  </div> <div style="width: 45%;"> <p>Green Hill E PV5.1:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="width: 45%;"> <p>Green Hill E PV5.2:</p>  </div> <div style="width: 45%;"> <p>Green Hill E PV6:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>48</p>	<p>Glare is predicted from PV3 to PV6 and PV8 Green Hill E</p> <p>It is noted that Point 48 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



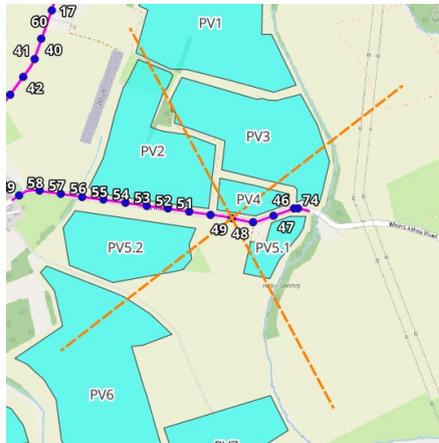
Modelled Point	Results
	<p data-bbox="363 286 478 315">50° FOV:</p>  <p data-bbox="927 286 1141 315">Green Hill E PV3:</p>  <p data-bbox="363 763 577 792">Green Hill E PV4:</p>  <p data-bbox="927 763 1161 792">Green Hill E PV5.1:</p>  <p data-bbox="363 1240 603 1270">Green Hill E PV5.2:</p>  <p data-bbox="927 1240 1141 1270">Green Hill E PV6:</p>  <p data-bbox="363 1749 1300 1809">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p data-bbox="209 1921 245 1951">49</p>	<p data-bbox="363 1839 1050 1868">Glare is predicted from PV2 to PV6 and PV8 Green Hill E</p> <p data-bbox="363 1906 1465 2011">It is noted that Point 49 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p>



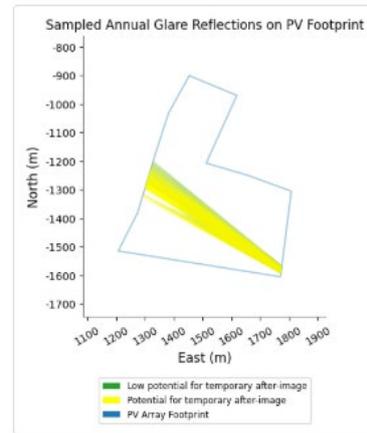
Modelled Point	Results
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The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

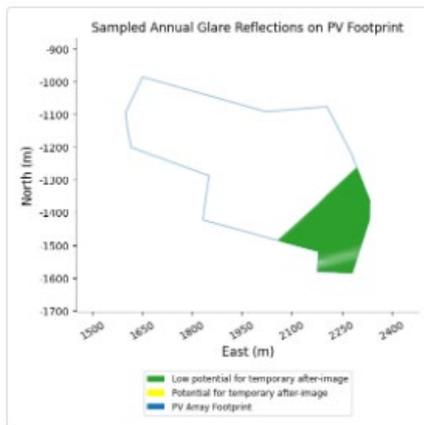
50° FOV:



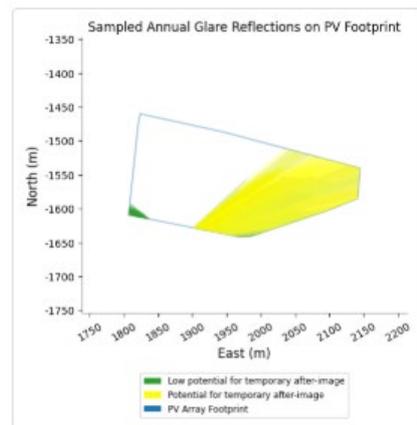
Green Hill E PV2:



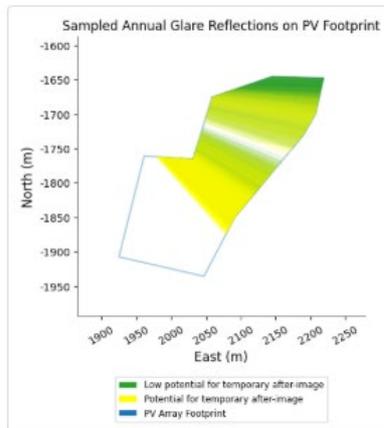
Green Hill E PV3:



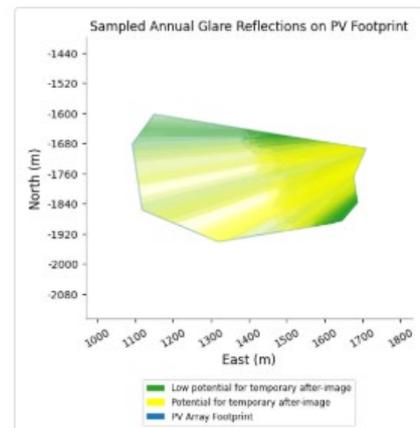
Green Hill E PV4:

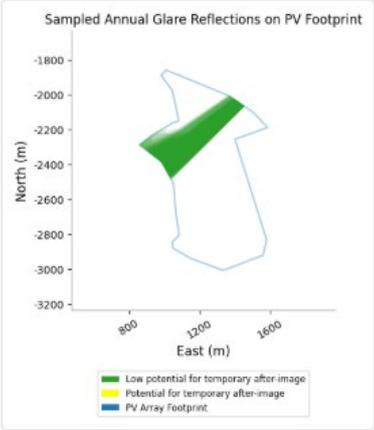
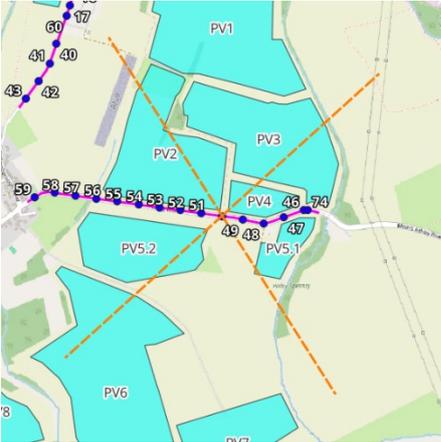
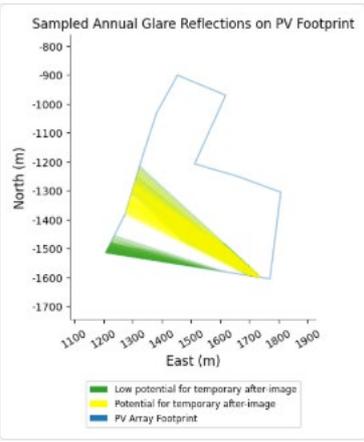


Green Hill E PV5.1:



Green Hill E PV5.2:

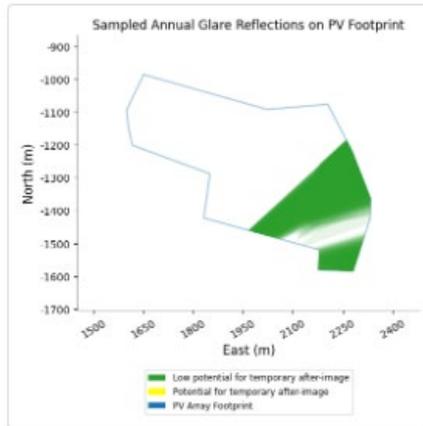


Modelled Point	Results
	<p style="text-align: center;">Green Hill E PV6:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p style="text-align: center;">50</p>	<p>Glare is predicted from PV2 to PV6 and PV8 Green Hill E.</p> <p>It is noted that Point 50 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1205 849 1680"> <p>50° FOV:</p>  </div> <div data-bbox="925 1205 1372 1680"> <p>Green Hill E PV2:</p>  </div> </div>

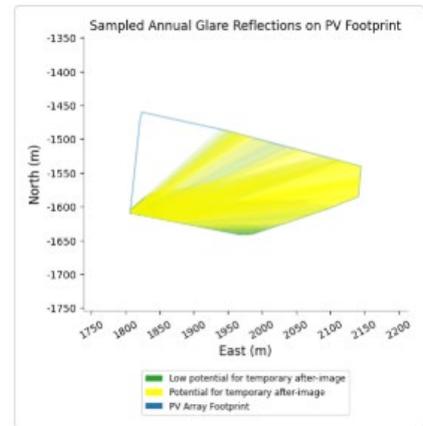


Modelled Point	Results
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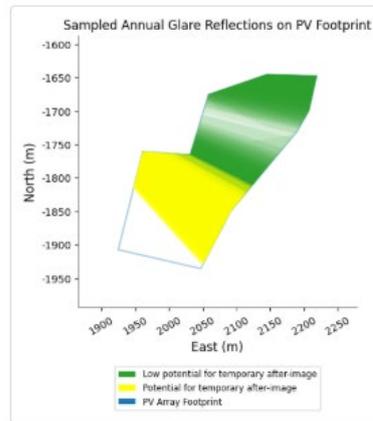
Green Hill E PV3:



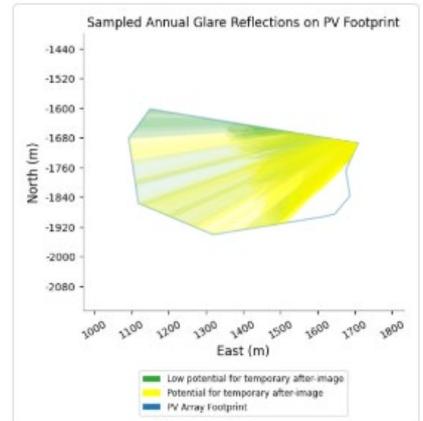
Green Hill E PV4:



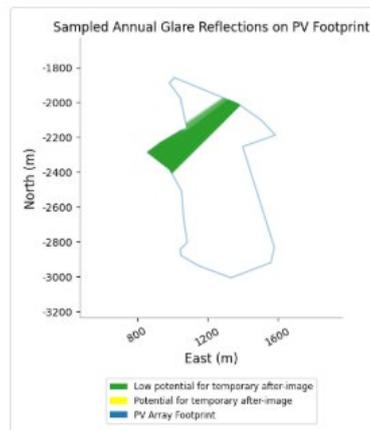
Green Hill E PV5.1:



Green Hill E PV5.2:



Green Hill E PV6:



As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.

51

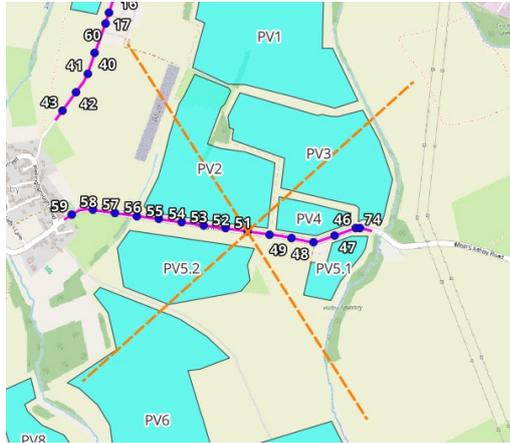
Glare is predicted from PV2 to PV6 and PV8 Green Hill E.

It is noted that Point 51 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.

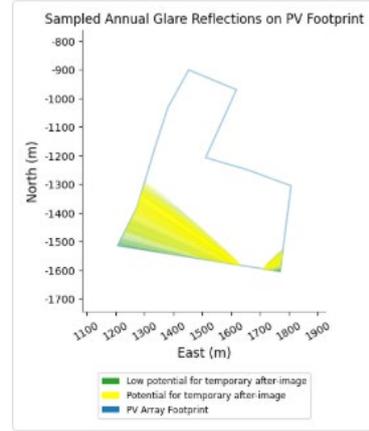
Modelled Point	Results
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The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

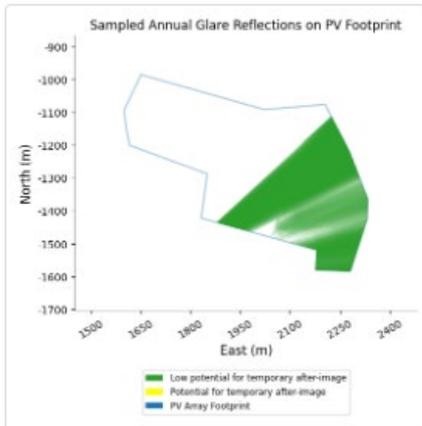
50° FOV:



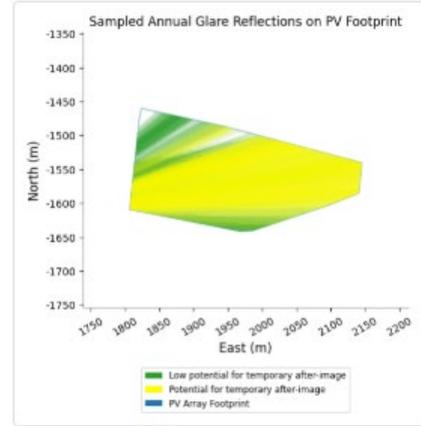
Green Hill E PV2:



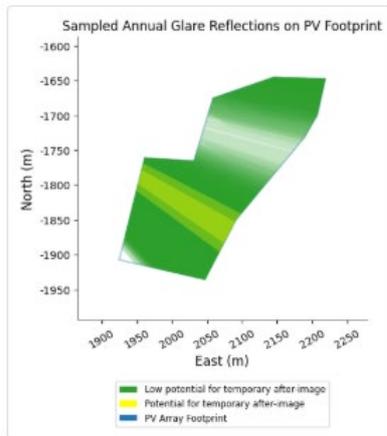
Green Hill E PV3:



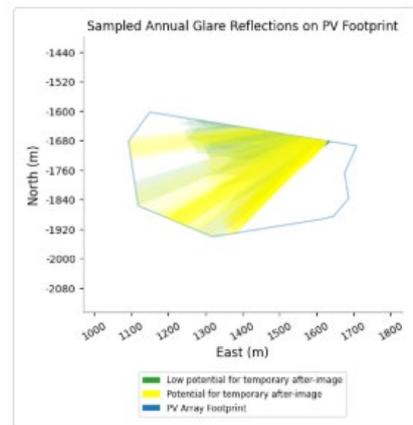
Green Hill E PV4:

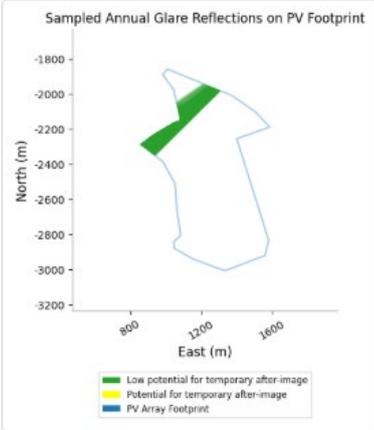
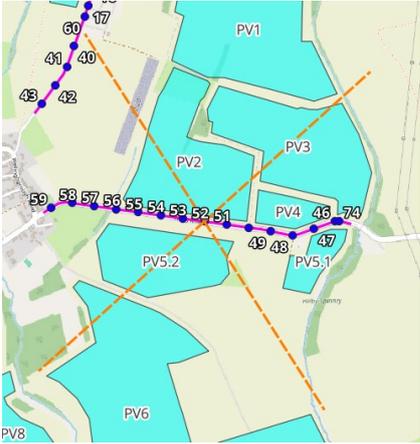
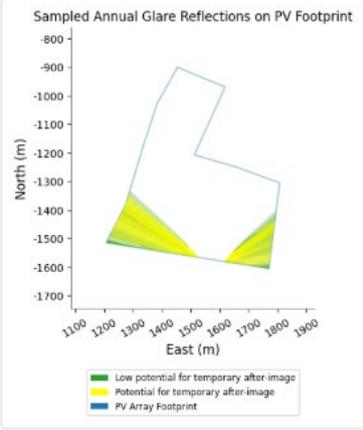


Green Hill E PV5.1:

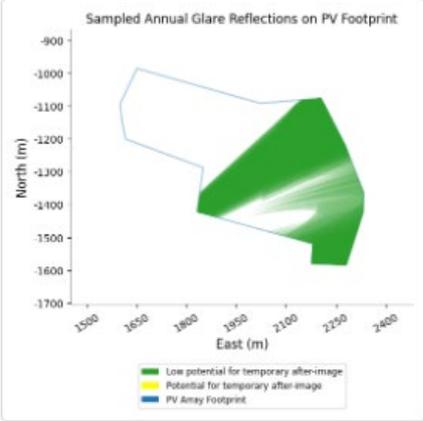
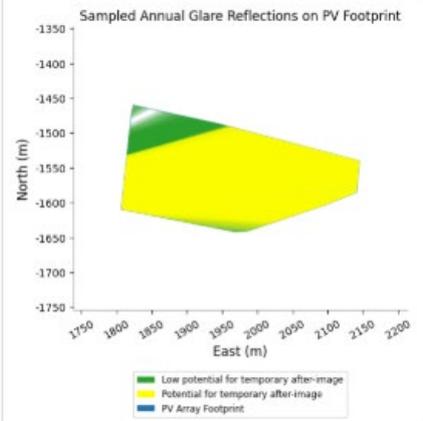
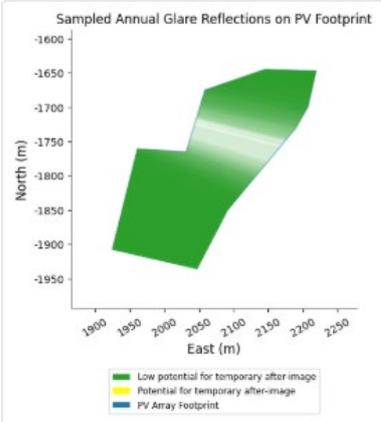
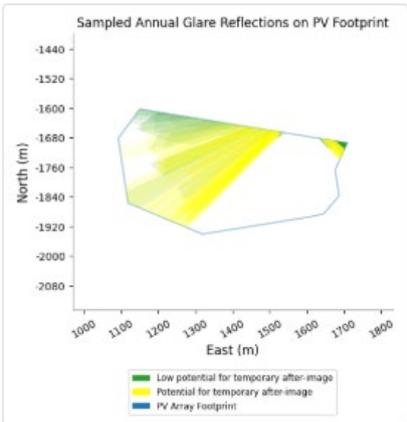
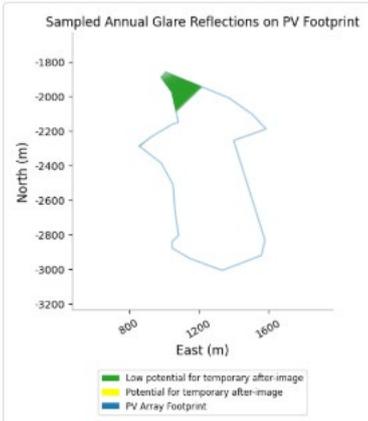


Green Hill E PV5.2:



Modelled Point	Results
	<p>Green Hill E PV6:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>52</p>	<p>Glare is predicted from PV2 to PV6 and PV8 Green Hill E.</p> <p>It is noted that Point 52 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1205 839 1682"> <p>50° FOV:</p>  </div> <div data-bbox="927 1205 1370 1675"> <p>Green Hill E PV2:</p>  </div> </div>



Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>Green Hill E PV3:</p>  </div> <div style="width: 45%;"> <p>Green Hill E PV4:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="width: 45%;"> <p>Green Hill E PV5.1:</p>  </div> <div style="width: 45%;"> <p>Green Hill E PV5.2:</p>  </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Green Hill E PV6:</p>  </div> <p style="margin-top: 20px;">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>53</p>	<p>Glare is predicted from PV2 to PV6 and PV8 Green Hill E.</p> <p>It is noted that Point 53 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p>



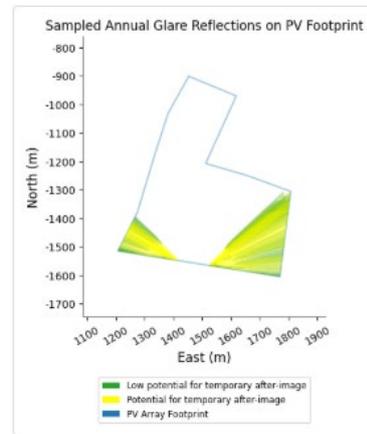
Modelled Point	Results
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The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

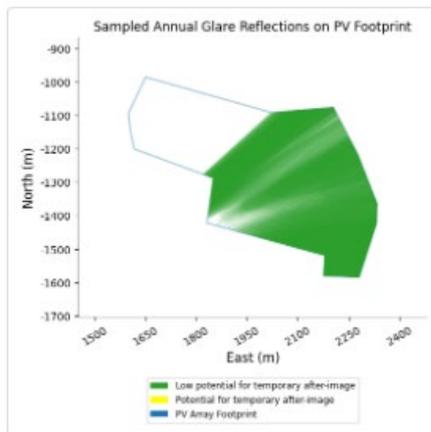
50° FOV:



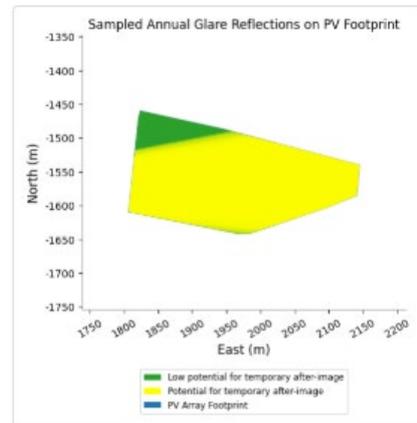
Green Hill E PV2:



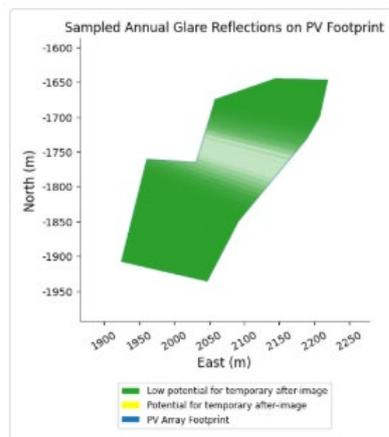
Green Hill E PV3:



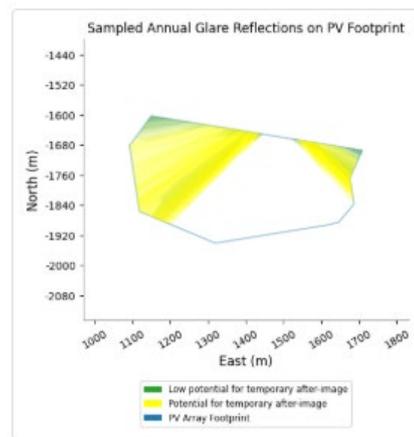
Green Hill E PV4:



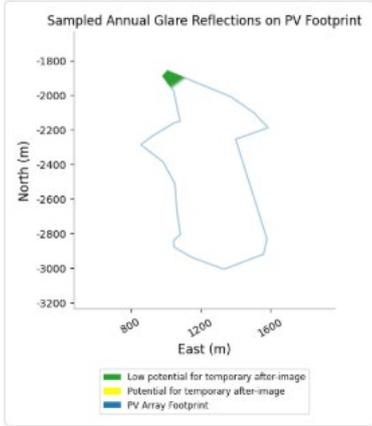
Green Hill E PV5.1:



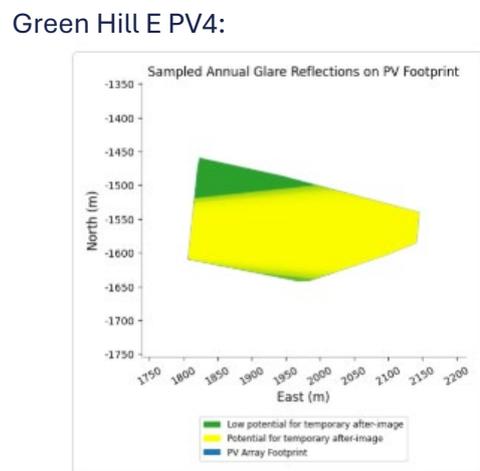
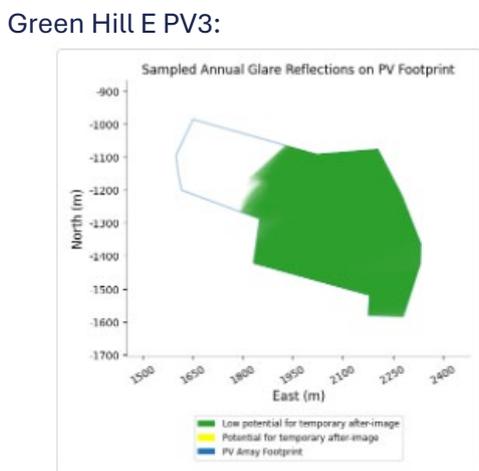
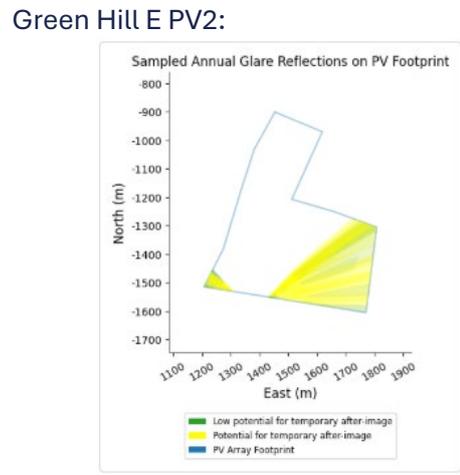
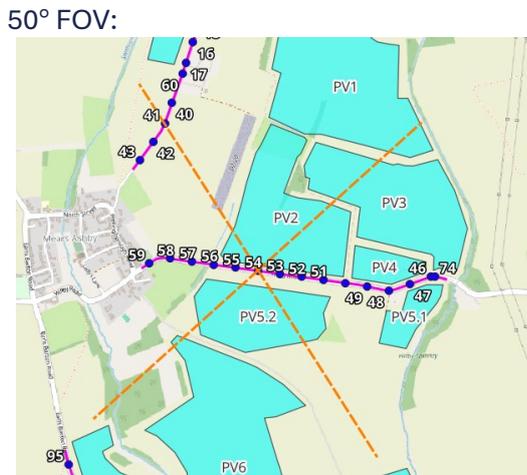
Green Hill E PV5.2:



Modelled Point	Results
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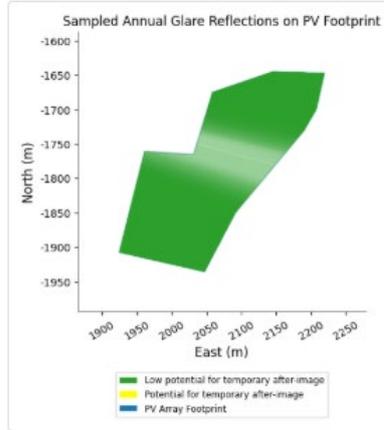
	<p style="text-align: center;">Green Hill E PV6:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
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	<p>Glare is predicted from PV2 to PV6 and PV8 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>
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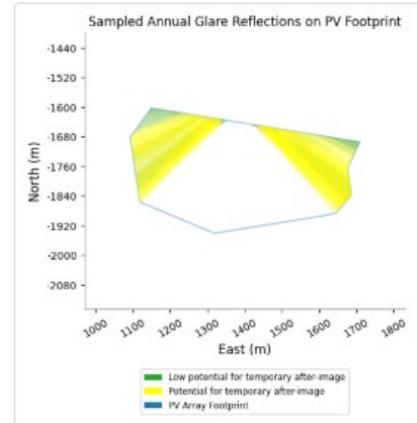


Modelled Point	Results
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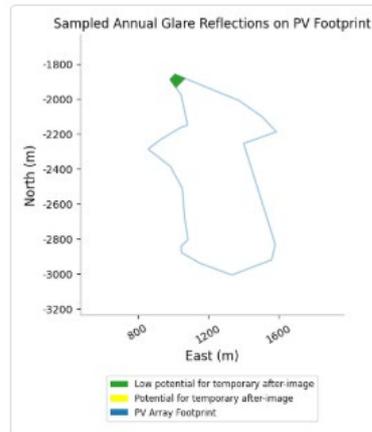
Green Hill E PV5.1:



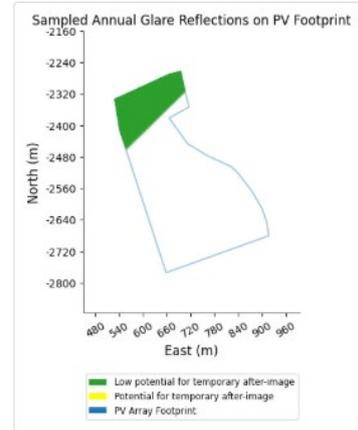
Green Hill E PV5.2:



Green Hill E PV6:



Green Hill E PV8:

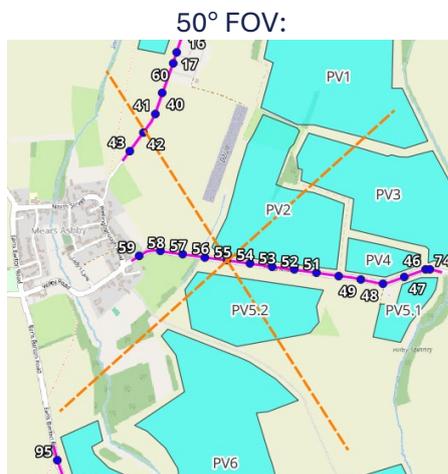


As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.

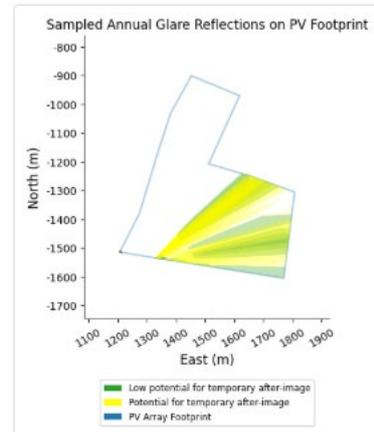
Glare is predicted from PV2 to PV5.2 and PV8 Green Hill E.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

55

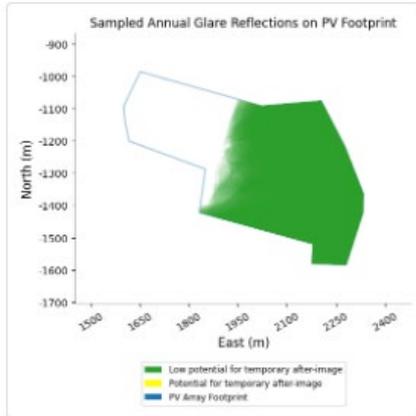


Green Hill E PV2:

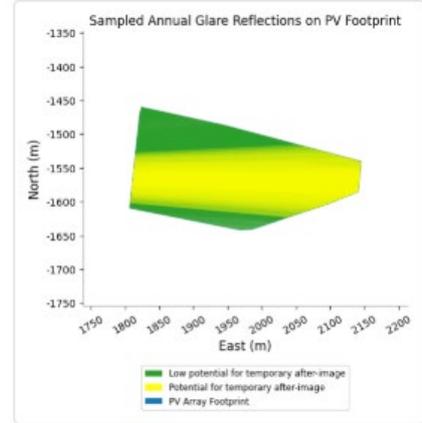


Modelled Point	Results
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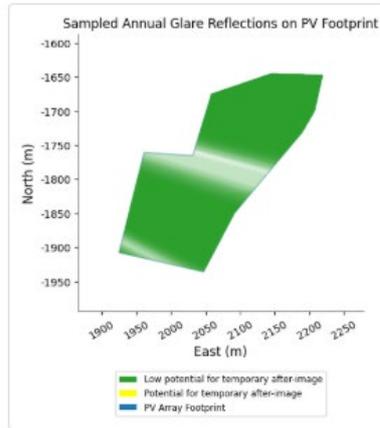
Green Hill E PV3:



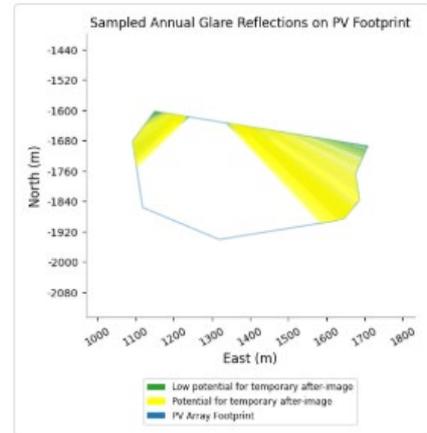
Green Hill E PV4:



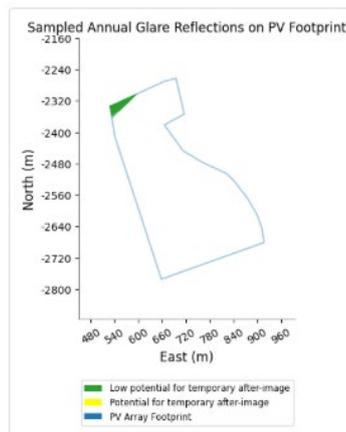
Green Hill E PV5.1:



Green Hill E PV5.2:



Green Hill E PV8:



As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.

56

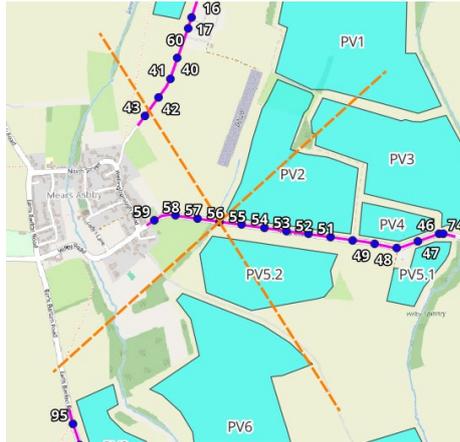
Glare is predicted from PV2, PV3, PV5.1, PV5.2, and PV7 Green Hill E.

Modelled Point	Results
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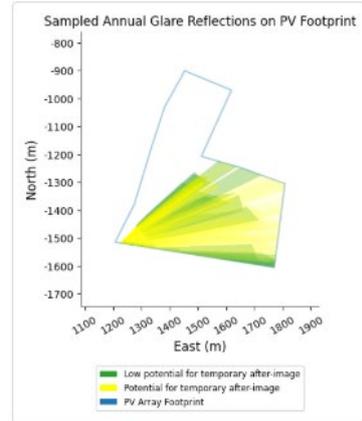
It is noted that Point 56 is outside the 1km screening distance of PV7 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV7 Green Hill E will be a 'low impact'. As such, no further mitigation is required.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

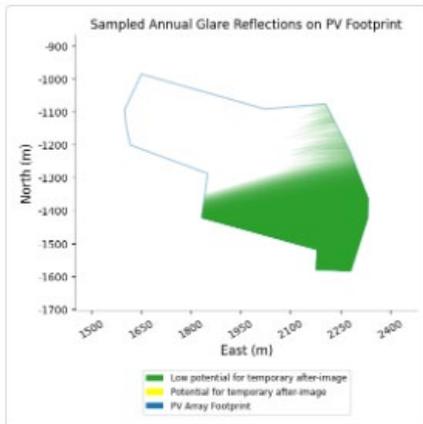
50° FOV:



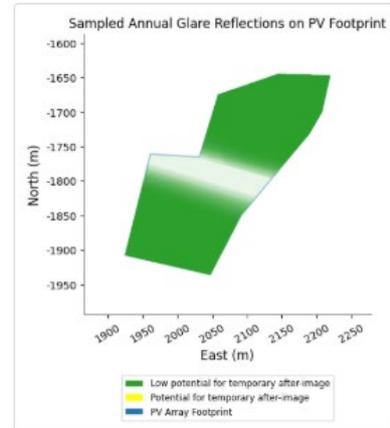
Green Hill E PV2:



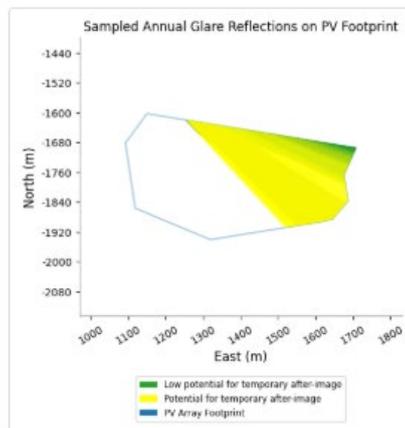
Green Hill E PV3:



Green Hill E PV5.1:



Green Hill E PV5.2:



As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.

Modelled Point	Results
57	<p>Glare is predicted from PV2, PV3, PV5.1, PV5.2, and PV7 Green Hill E.</p> <p>It is noted that Point 57 is outside the 1km screening distance of PV7 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV7 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 607 882 1077"> <p>50° FOV:</p> </div> <div data-bbox="922 607 1369 1077"> <p>Green Hill E PV2:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1084 839 1547"> <p>Green Hill E PV3:</p> </div> <div data-bbox="922 1084 1382 1547"> <p>Green Hill E PV5.1:</p> </div> </div> <div style="display: flex; justify-content: center; margin-top: 20px;"> <div data-bbox="703 1559 1115 2022"> <p>Green Hill E PV5.2:</p> </div> </div>

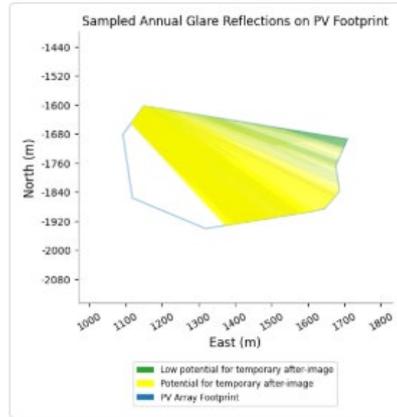


Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>58</p>	<p>Glare is predicted from PV2, PV3, PV5.1, PV5.2, and PV7 Green Hill E.</p> <p>It is noted that Point 58 is outside the 1km screening distance of PV7 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV7 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 696 847 1167"> <p>50° FOV:</p> </div> <div data-bbox="927 696 1366 1155"> <p>Green Hill E PV2:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1173 839 1637"> <p>Green Hill E PV3:</p> </div> <div data-bbox="927 1173 1377 1637"> <p>Green Hill E PV5.1:</p> </div> </div>



Modelled Point	Results
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Green Hill E PV5.2:



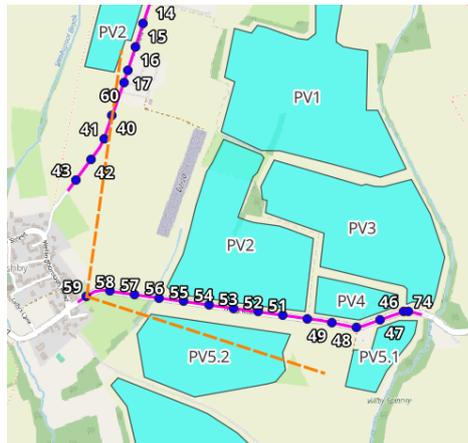
As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.

Glare is predicted from PV2, PV3, PV5.1, PV5.2, and PV7 Green Hill E.

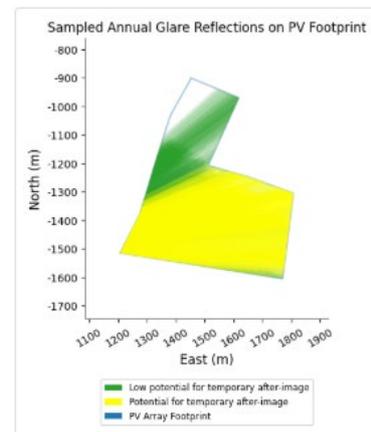
It is noted that Point 59 is outside the 1km screening distance of PV7 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV7 Green Hill E will be a 'low impact'. As such, no further mitigation is required.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:

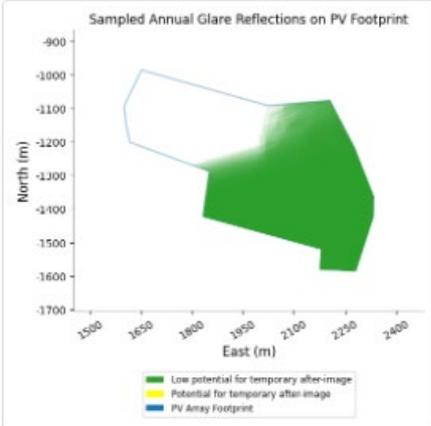
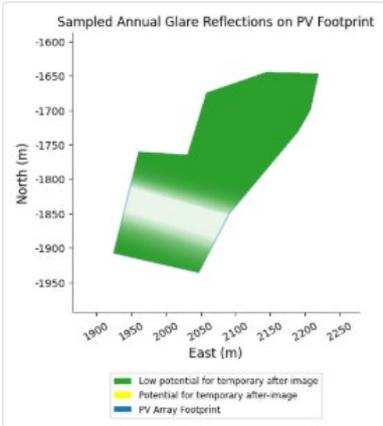
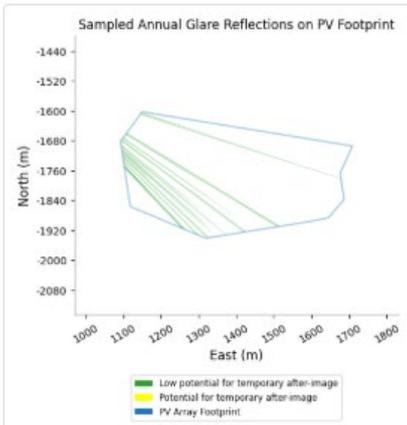


Green Hill E PV2:

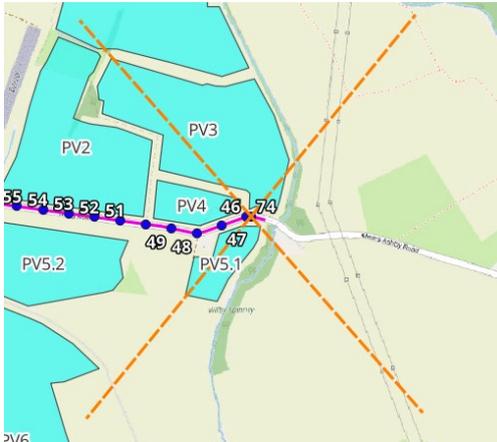
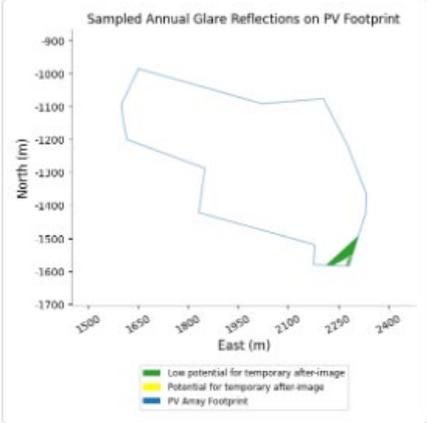
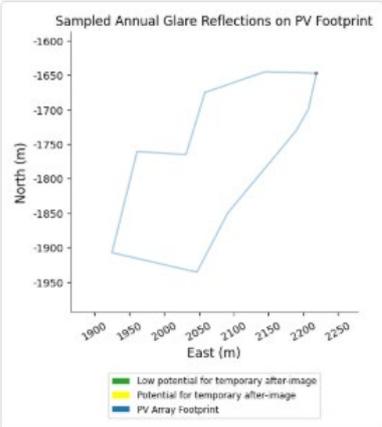
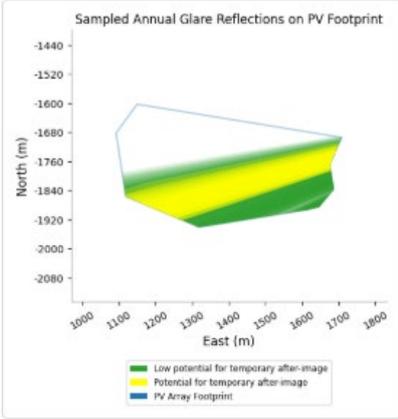
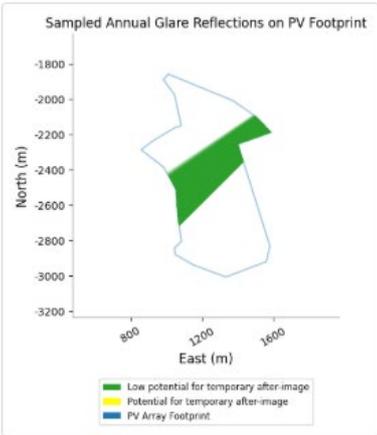


59



Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Green Hill E PV3:</p>  </div> <div style="text-align: center;"> <p>Green Hill E PV5.1:</p>  </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Green Hill E PV5.2:</p>  </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>
<p>74</p>	<p>Glare is predicted from PV3, PV5.1 to PV6 and PV8 Green Hill E.</p> <p>It is noted that Point 74 is outside the 1km screening distance of PV8 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV8 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



Modelled Point	Results
	<p>50° FOV:</p>  <p>Green Hill E PV3:</p> 
	<p>Green Hill E PV5.1:</p>  <p>Green Hill E PV5.2:</p> 
	<p>Green Hill E PV6:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.6.2.</p>

Detailed ForgeSolar output results are available on request.

Appendix H: Route 7 Modelling Results

Route 7 - Fixed Panel Modelling Results

Table H.1: Route 7 - Fixed Panel Modelled Results

Modelled Point	Results
<p>95</p>	<p>Glare is predicted from PV5.2, PV6 and PV8 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 680 895 1155"> <p>50° FOV:</p> </div> <div data-bbox="927 680 1398 1155"> <p>Green Hill E PV5.2:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1193 815 1659"> <p>Green Hill E PV6:</p> </div> <div data-bbox="927 1193 1362 1659"> <p>Green Hill E PV8:</p> </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>
<p>96</p>	<p>Glare is predicted from PV6 to PV8 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

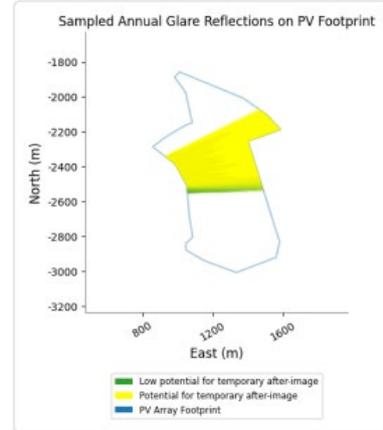


Modelled Point **Results**

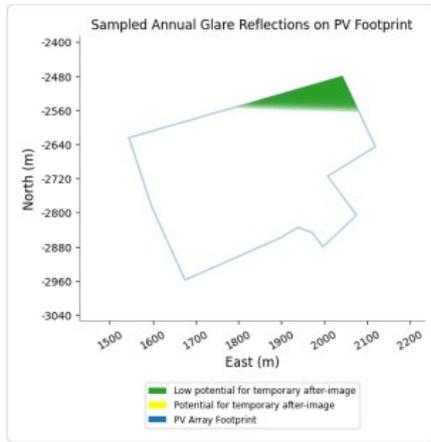
50° FOV:



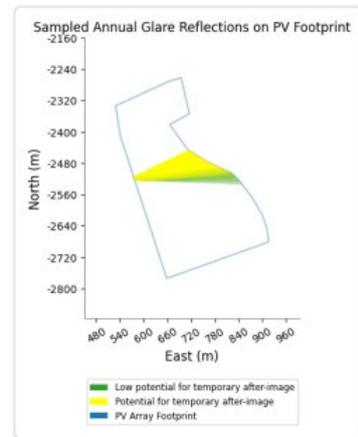
Green Hill E PV6:



Green Hill E PV7:



Green Hill E PV8:



Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.

Glare is predicted from PV6 to PV8 Green Hill E.

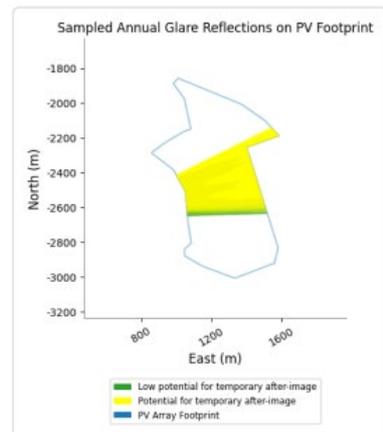
The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

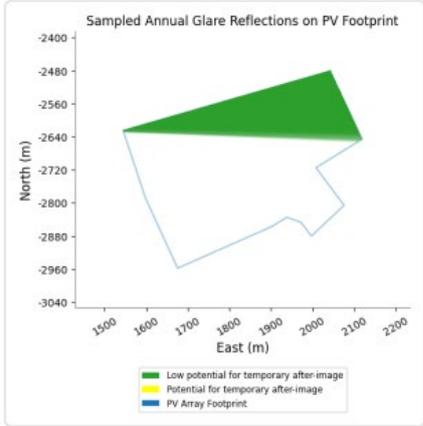
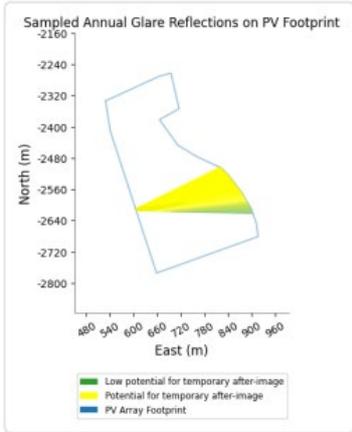
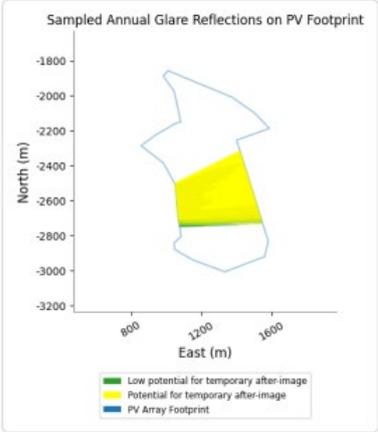
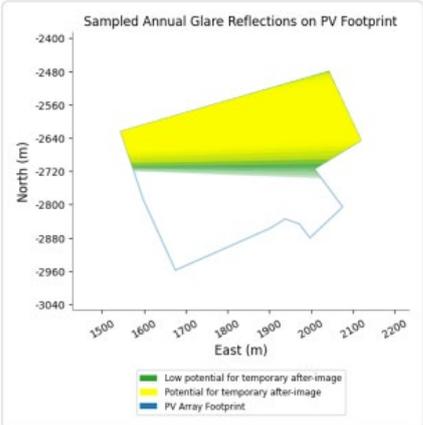
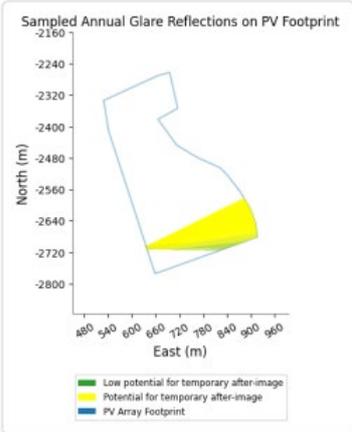
97

50° FOV:

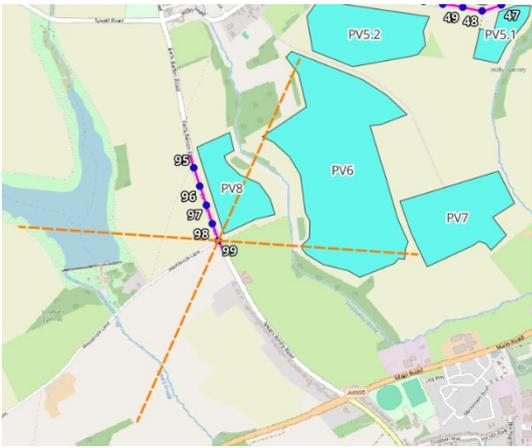
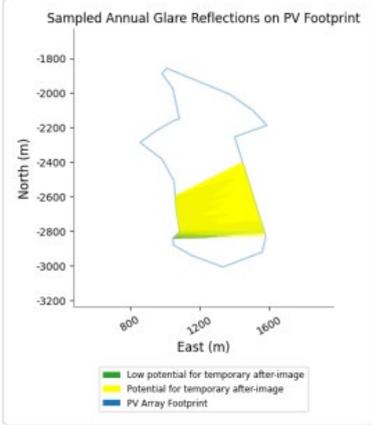
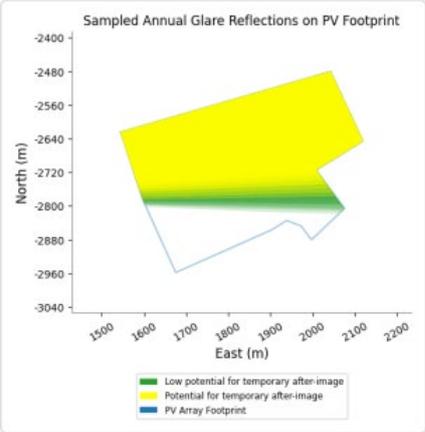
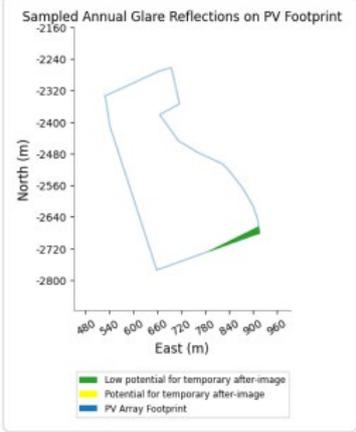


Green Hill E PV6:



Modelled Point	Results	
	<p>Green Hill E PV7:</p> 	<p>Green Hill E PV8:</p> 
<p>98</p>	<p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p> <p>Glare is predicted from PV6 to PV8 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill E PV6:</p>  <p>Green Hill E PV7:</p>  <p>Green Hill E PV8:</p> 	

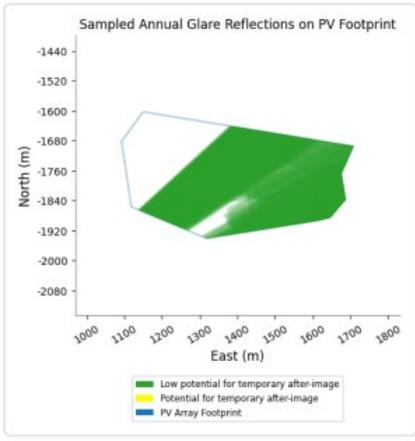
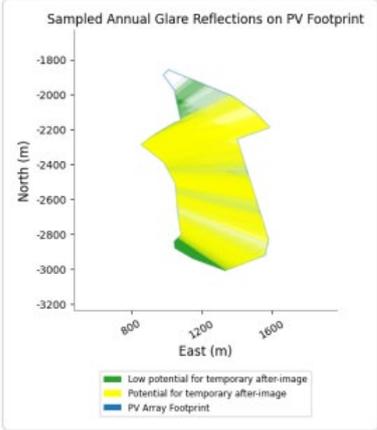
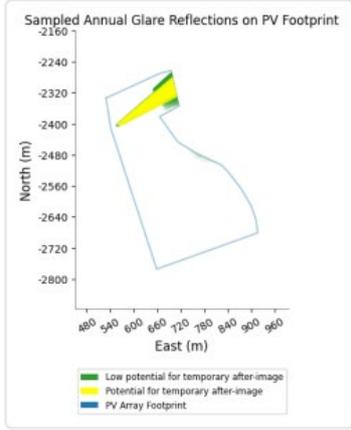


Modelled Point	Results
	<p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>99</p>	<p>Glare is predicted from PV6 to PV8 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill E PV6:</p>  <p>Green Hill E PV7:</p>  <p>Green Hill E PV8:</p>  <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>

Detailed ForgeSolar output results are available on request.

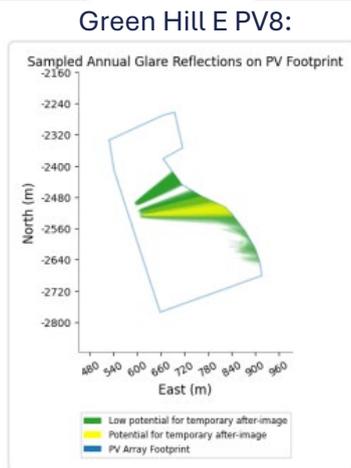
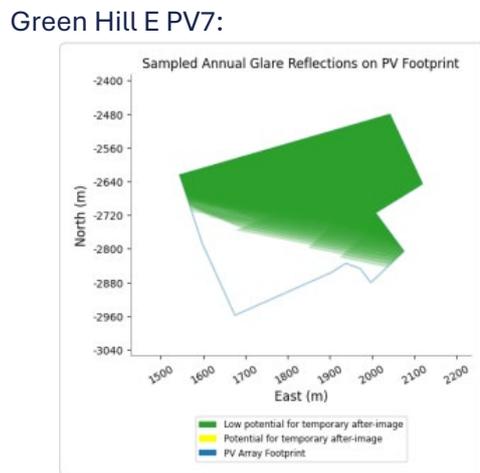
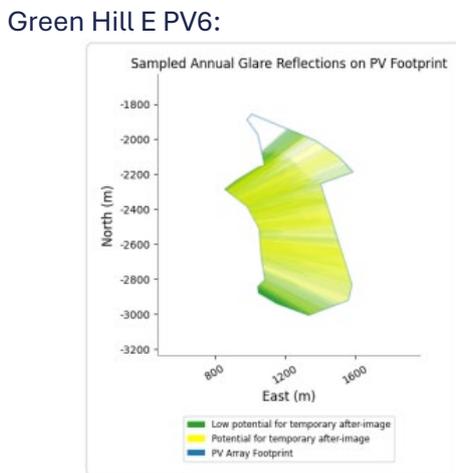
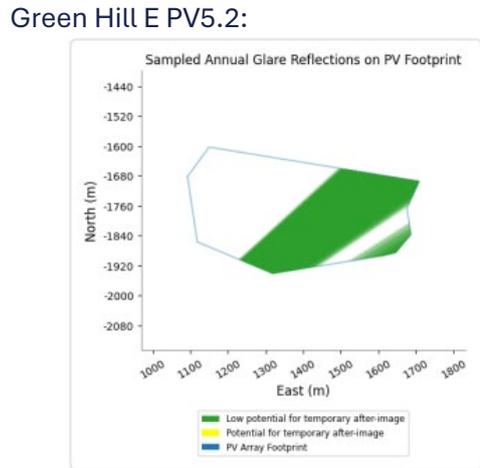
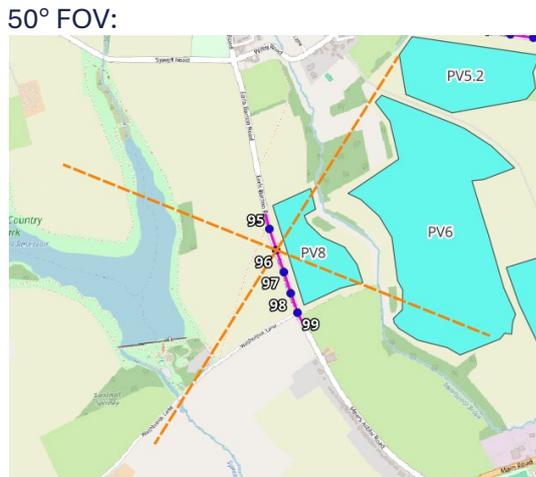
Route 7 - Tracking Panel Modelling Results

Table H.2: Route 7 - Tracking Panel Modelled Result

Modelled Point	Results
<p style="text-align: center; font-size: 24px; font-weight: bold;">95</p>	<p>Glare is predicted from PV5.2 to PV8 Green Hill E.</p> <p>It is noted that Point 95 is outside the 1km screening distance of PV7 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV7 Green Hill E will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p>  </div> <div style="text-align: center;"> <p>Green Hill E PV5.2:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>Green Hill E PV6:</p>  </div> <div style="text-align: center;"> <p>Green Hill E PV8:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.7.2.</p>
<p style="text-align: center; font-size: 24px; font-weight: bold;">96</p>	<p>Glare is predicted from PV5.2 to PV8 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

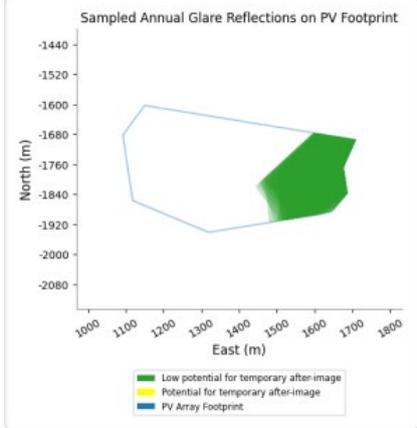
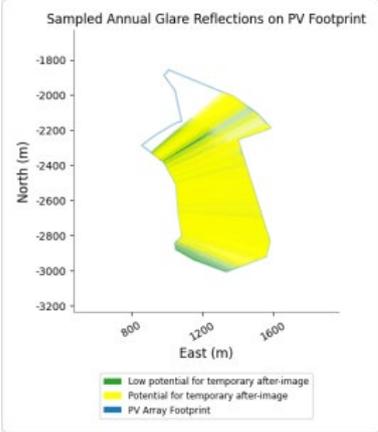
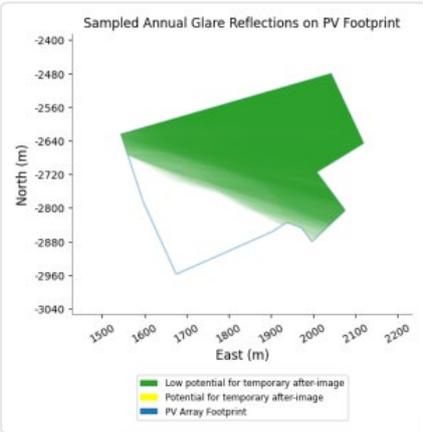
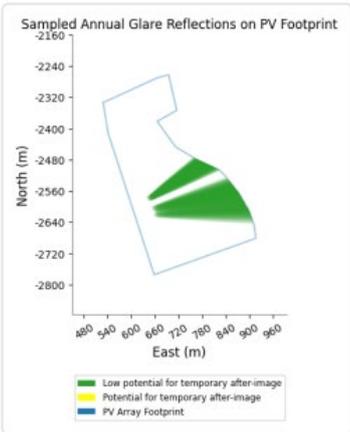


Modelled Point	Results
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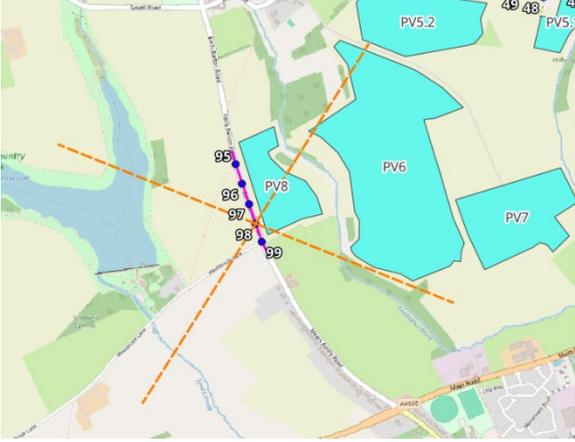
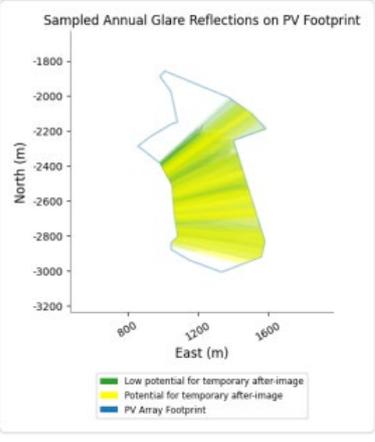
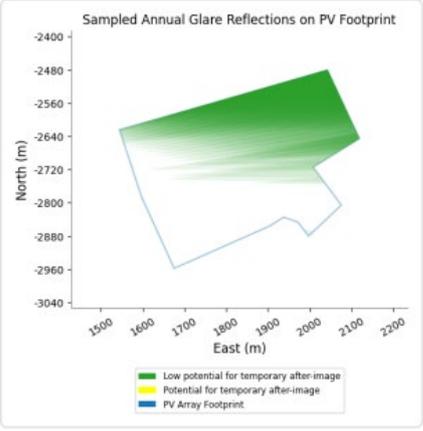
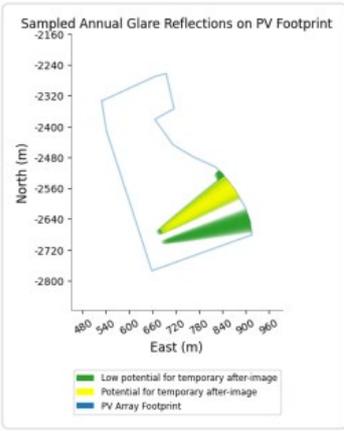


As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.7.2.

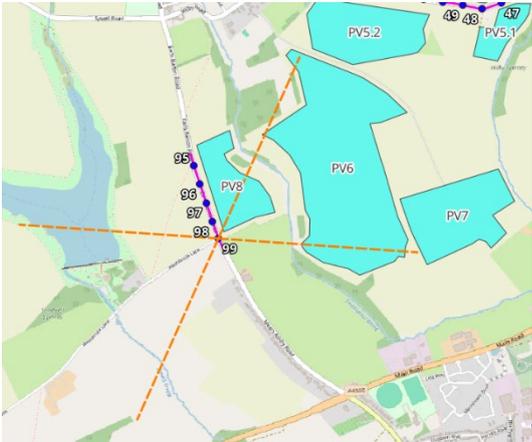
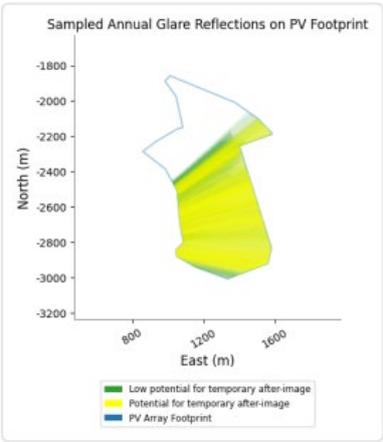
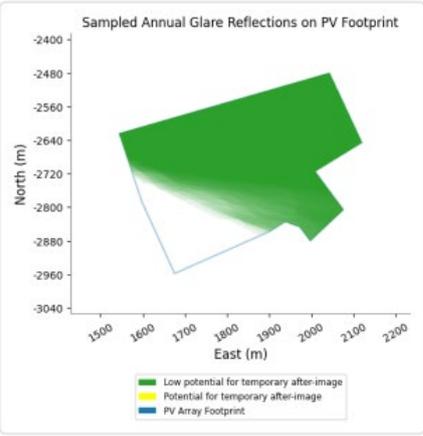
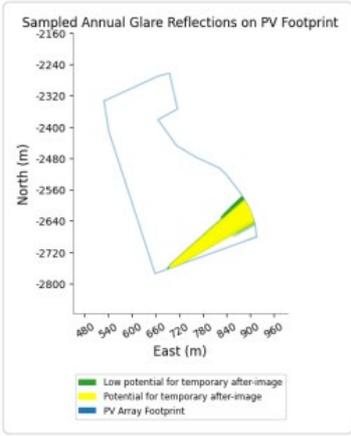
97	<p>Glare is predicted from PV5.2 to PV8 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>
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Modelled Point	Results
	<p data-bbox="363 286 478 315">50° FOV:</p>  <p data-bbox="927 286 1165 315">Green Hill E PV5.2:</p>  <p data-bbox="363 763 582 792">Green Hill E PV6:</p>  <p data-bbox="927 763 1141 792">Green Hill E PV7:</p>  <p data-bbox="804 1236 1018 1265">Green Hill E PV8:</p>  <p data-bbox="347 1749 1474 1816">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.7.2.</p>
<p data-bbox="209 1921 245 1951">98</p>	<p data-bbox="347 1839 975 1868">Glare is predicted from PV5.2 to PV8 Green Hill E.</p> <p data-bbox="347 1906 1474 2011">It is noted that Point 98 is outside the 1km screening distance of PV5.2 Green Hill E. Based on industry guidance, the highest magnitude of impact possible from PV5.2 Green Hill E will be a ‘low impact’. As such, no further mitigation is required.</p>



Modelled Point	Results
	<p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill E PV6: </p> <p>Green Hill E PV7: </p> <p>Green Hill E PV8: </p> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>99</p>	<p>Glare is predicted from PV6 to PV8 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



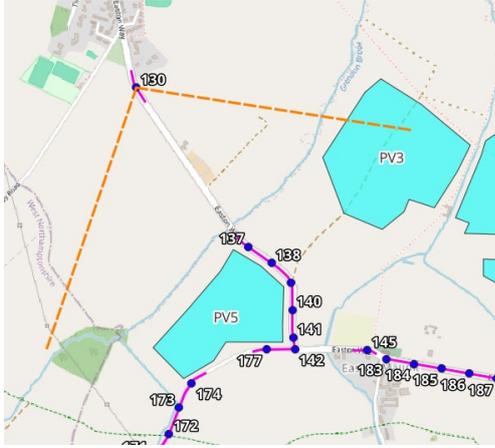
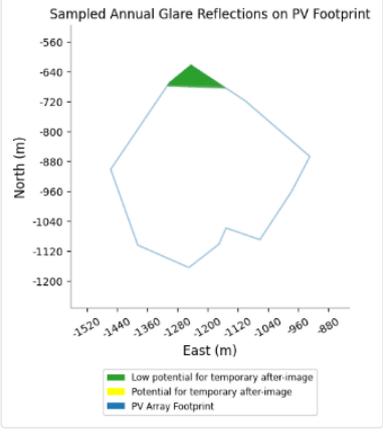
Modelled Point	Results
	<p data-bbox="363 286 478 315">50° FOV:</p>  <p data-bbox="927 286 1141 315">Green Hill E PV6:</p>  <p data-bbox="363 797 577 826">Green Hill E PV7:</p>  <p data-bbox="927 797 1141 826">Green Hill E PV8:</p>  <p data-bbox="347 1308 1305 1373">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.7.2.</p>

Detailed ForgeSolar output results are available on request.

Appendix I: Route 8 Modelling Results

Route 8 - Fixed Panel Modelling Results

Table I.1: Route 8 - Fixed Panel Modelled Results

Modelled Point	Results
130	<p>Glare is predicted from PV3 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 678 877 1160"> <p>50° FOV:</p>  </div> <div data-bbox="922 678 1385 1160"> <p>Green Hill F PV3:</p>  </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified and no further mitigation is recommended.</p>

Detailed ForgeSolar output results are available on request.

Route 8 - Tracking Panel Modelling Results

Table I.2: Route 8 - Tracking Panel Modelled Result

Modelled Point	Results
<p>130</p>	<p>Glare is predicted from PV3 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 566 877 1043"> <p>50° FOV:</p> </div> <div data-bbox="922 566 1380 1043"> <p>Green Hill F PV3:</p> </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.8.2.</p>

Detailed ForgeSolar output results are available on request.

Appendix J: Route 9 Modelling Results

Route 9 - Fixed Panel Modelling Results

Table J.1: Route 9 - Fixed Panel Modelled Results

Modelled Point	Results
<p>137</p>	<p>Glare is predicted from PV3 and PV4 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 678 874 1155"> <p>50° FOV:</p> </div> <div data-bbox="922 678 1378 1155"> <p>Green Hill F PV3:</p> </div> </div> <div style="display: flex; justify-content: center; margin-top: 10px;"> <div data-bbox="727 1160 1091 1630"> <p>Green Hill F PV4:</p> </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.</p>
<p>138</p>	<p>Glare is predicted from PV3 to PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

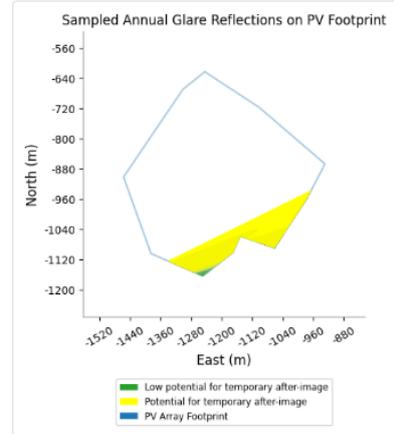


Modelled Point	Results
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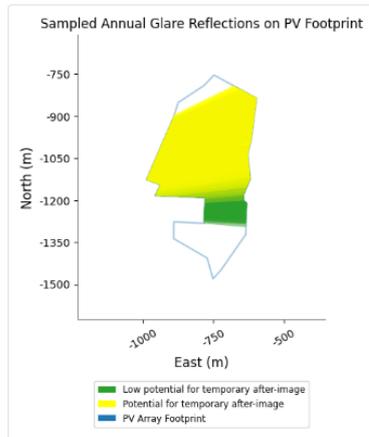
50° FOV:



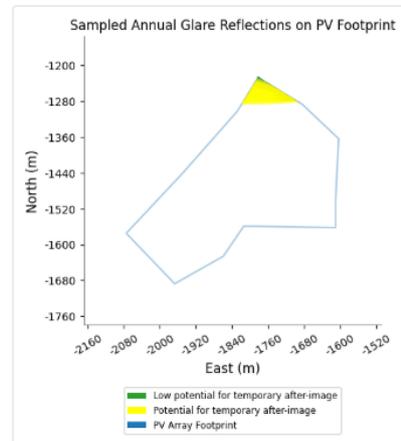
Green Hill F PV3:



Green Hill F PV4:



Green Hill F PV5:



As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.

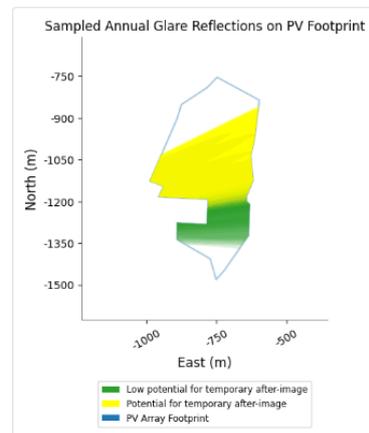
Glare is predicted from PV4 and PV5 Green Hill F.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:



Green Hill F PV4:



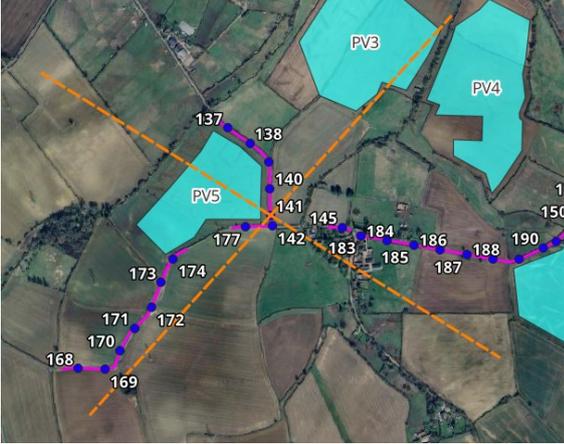
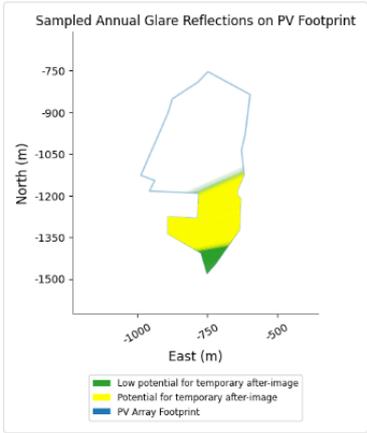
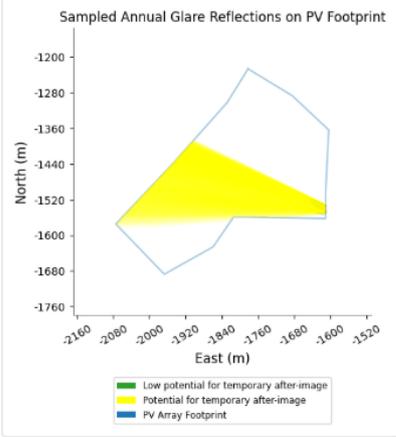
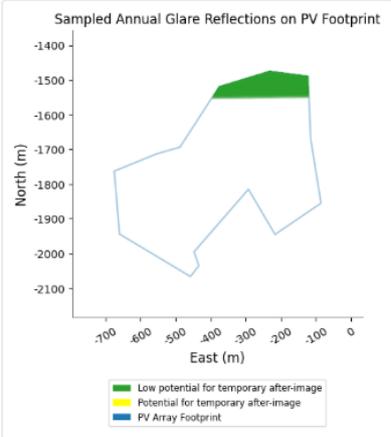
139



Modelled Point	Results
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	<p style="text-align: center;">Green Hill F PV5:</p> <p style="text-align: center;">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.</p>
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<p>140</p>	<p>Glare is predicted from PV4 and PV5 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p> </div> <div style="text-align: center;"> <p>Green Hill F PV4:</p> </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Green Hill F PV5:</p> </div>
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Modelled Point	Results
	<p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>141</p>	<p>Glare is predicted from PV4 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill F PV4: </p> <p>Green Hill F PV5: </p> <p>Green Hill F PV6: </p> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>142</p>	<p>Glare is predicted from PV4 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

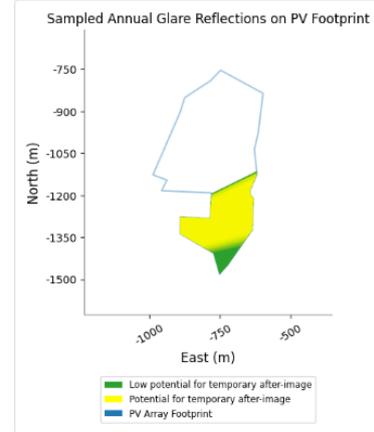


Modelled Point	Results
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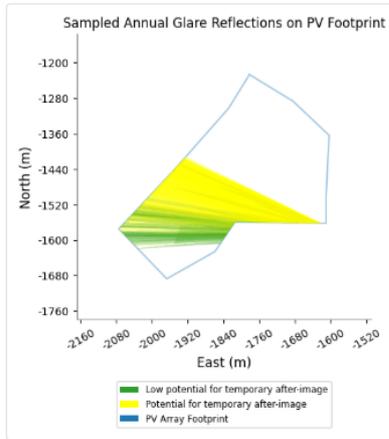
50° FOV:



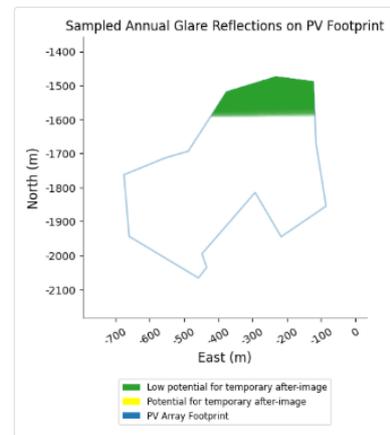
Green Hill F PV4:



Green Hill F PV5:



Green Hill F PV6:



Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.

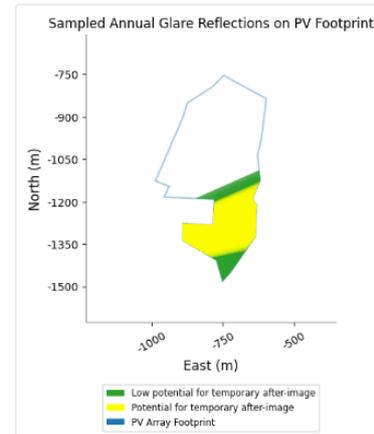
Glare is predicted from PV4 to PV6 Green Hill F.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:

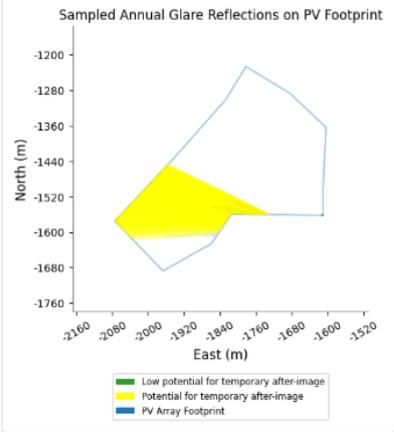
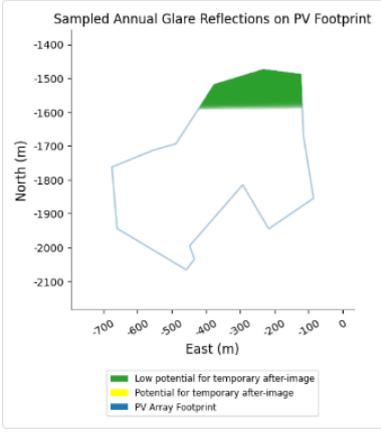


Green Hill F PV4:



177

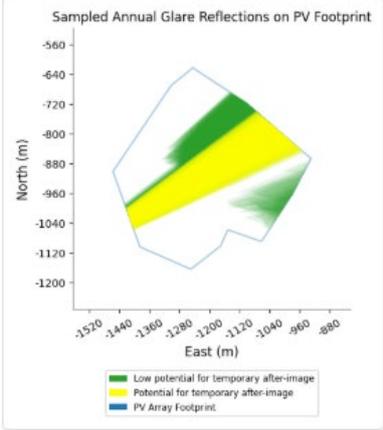
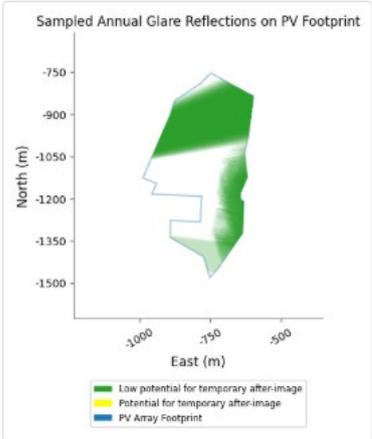
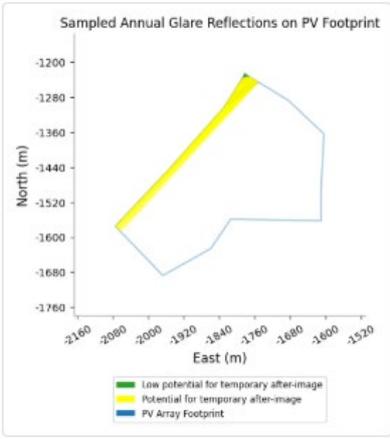


Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div data-bbox="363 322 576 353"> <p>Green Hill F PV5:</p>  </div> <div data-bbox="922 322 1134 353"> <p>Green Hill F PV6:</p>  </div> </div> <p data-bbox="347 837 1458 943">It is noted that Point 177 is outside the 1km screening distance of the reflecting area of Green Hill F PV6. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV6 will be a 'low impact'. As such, no further mitigation is required.</p> <p data-bbox="347 981 1442 1048">Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.</p>

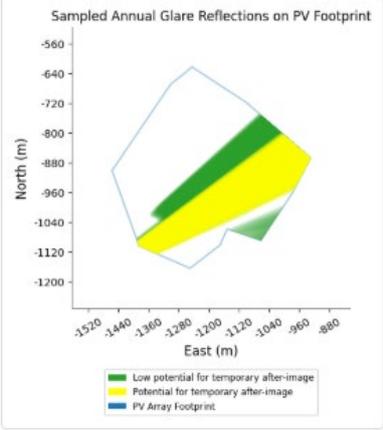
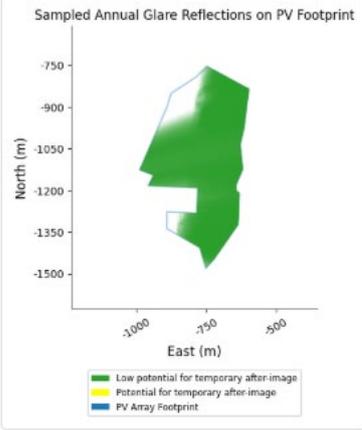
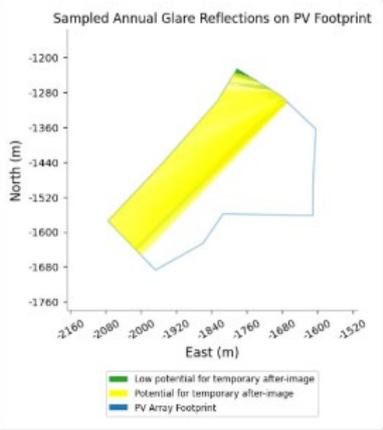
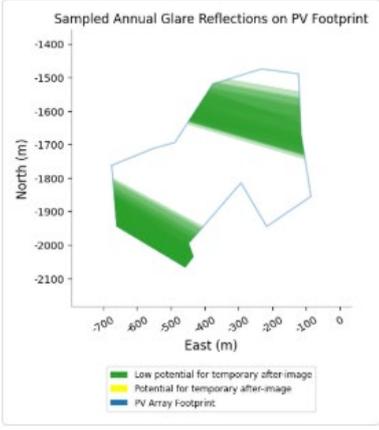
Detailed ForgeSolar output results are available on request.

Route 9 - Tracking Panel Modelling Results

Table J.2: Route 9 - Tracking Panel Modelled Result

Modelled Point	Results
<p>137</p>	<p>Glare is predicted from PV3 to PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill F PV3: </p> <p>Green Hill F PV4: </p> <p>Green Hill F PV5: </p> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.</p>
<p>138</p>	<p>Glare is predicted from PV3 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



Modelled Point	Results
	<p data-bbox="363 286 475 315">50° FOV:</p>  <p data-bbox="927 286 1139 315">Green Hill F PV3:</p>  <p data-bbox="363 801 576 831">Green Hill F PV4:</p>  <p data-bbox="927 801 1139 831">Green Hill F PV5:</p>  <p data-bbox="804 1283 1016 1312">Green Hill F PV6:</p>  <p data-bbox="347 1798 1458 1899">It is noted that Point 138 is outside the 1km screening distance of the reflecting area of Green Hill F PV6. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV6 will be a 'low impact'. As such, no further mitigation is required.</p> <p data-bbox="347 1939 1442 2007">Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.</p>
139	Glare is predicted from PV3 to PV6 Green Hill F.



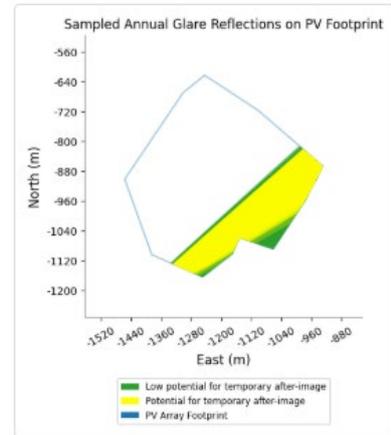
Modelled Point	Results
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The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

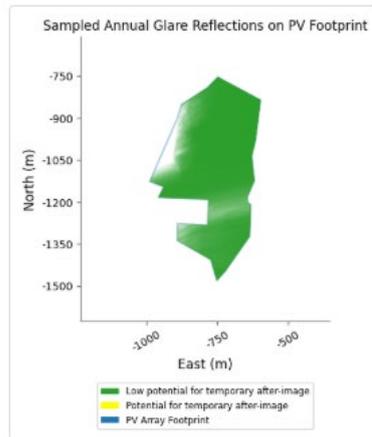
50° FOV:



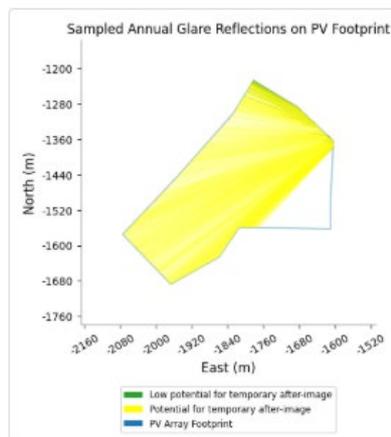
Green Hill F PV3:



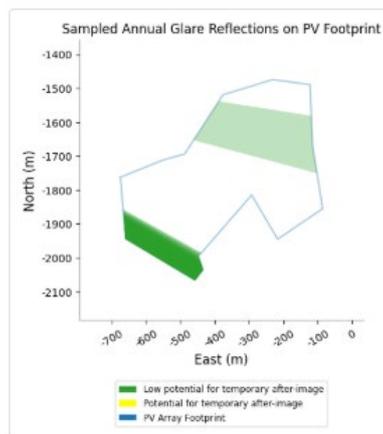
Green Hill F PV4:



Green Hill F PV5:

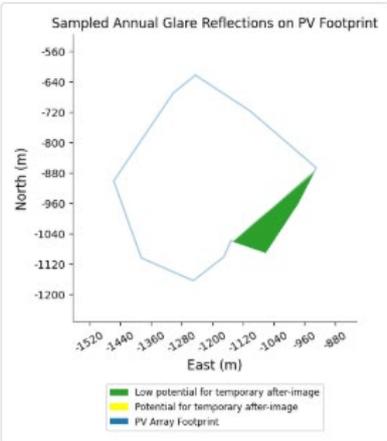
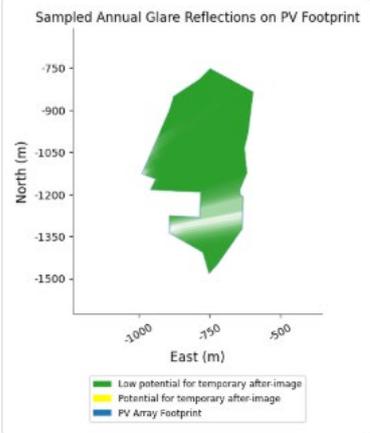
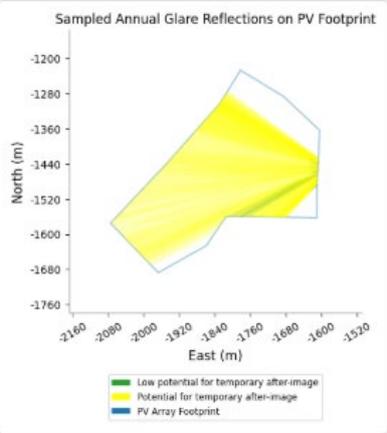
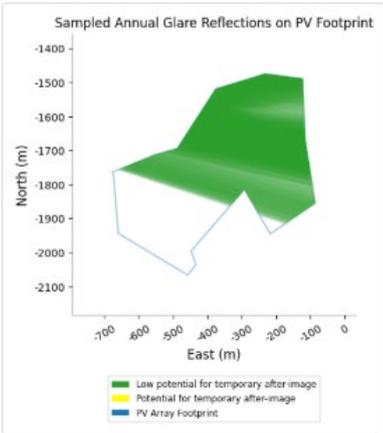


Green Hill F PV6:

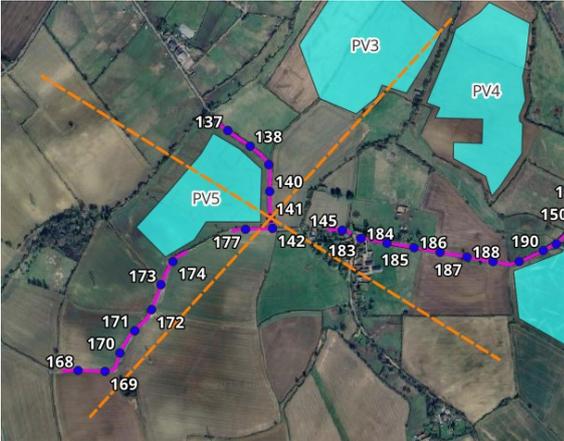
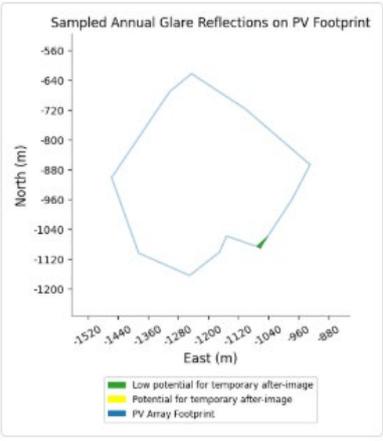
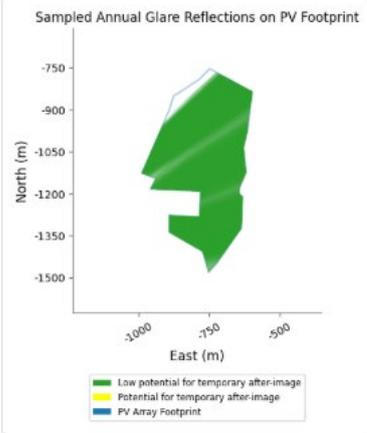
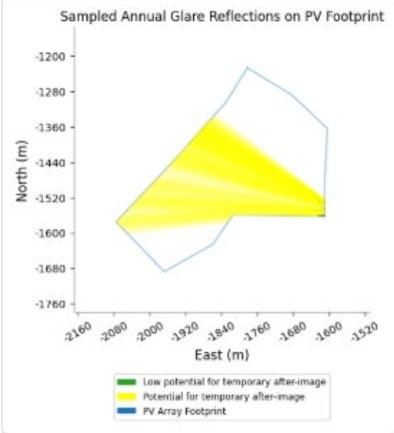
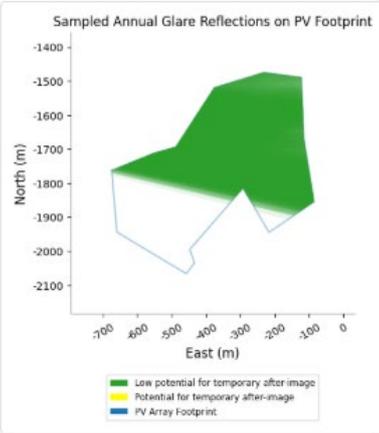


It is noted that Point 139 is outside the 1km screening distance of the reflecting area of Green Hill F PV6. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV6 will be a 'low impact'. As such, no further mitigation is required.



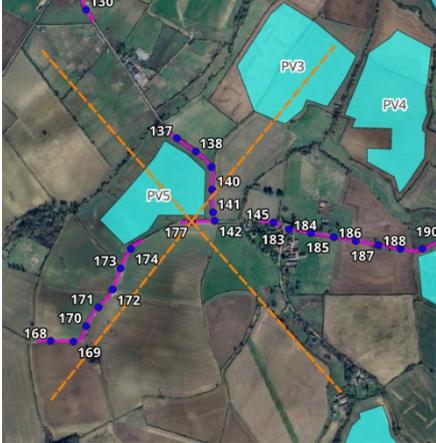
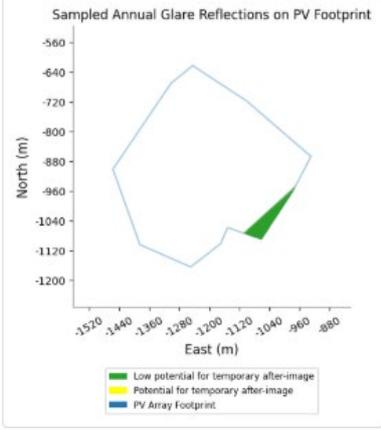
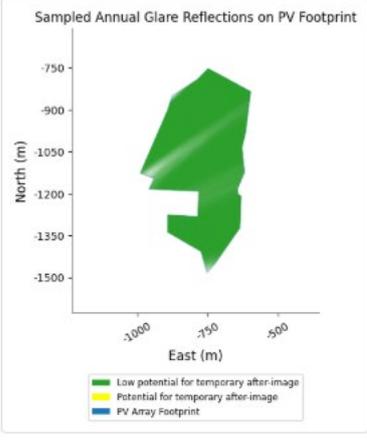
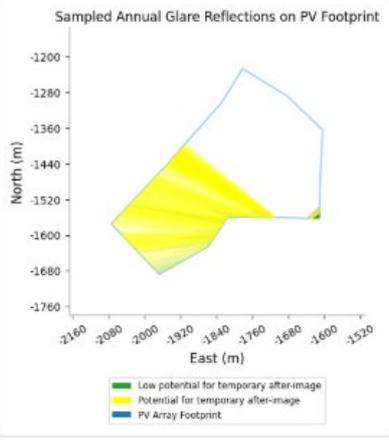
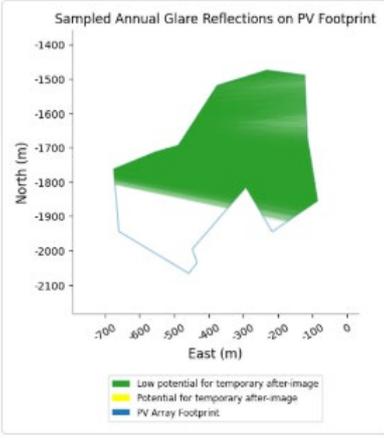
Modelled Point	Results
	<p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.</p>
<p>140</p>	<p>Glare is predicted from PV3 to PV6 Green Hill E.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill F PV3: </p> <p>Green Hill F PV4: </p> <p>Green Hill F PV5: </p> <p>Green Hill F PV6: </p>



Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.</p>
<p>141</p>	<p>Glare is predicted from PV3 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill F PV3: </p> <p>Green Hill F PV4: </p> <p>Green Hill F PV5: </p> <p>Green Hill F PV6: </p>



Modelled Point	Results
	<p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>
<p>142</p>	<p>Glare is predicted from PV4 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 589 895 1066"> <p>50° FOV:</p> </div> <div data-bbox="922 589 1378 1066"> <p>Green Hill F PV4:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1070 820 1541"> <p>Green Hill F PV5:</p> </div> <div data-bbox="922 1070 1378 1541"> <p>Green Hill F PV6:</p> </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>
<p>177</p>	<p>Glare is predicted from PV3 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

Modelled Point	Results
	<p data-bbox="360 286 475 315">50° FOV:</p>  <p data-bbox="924 286 1139 315">Green Hill F PV3:</p>  <p data-bbox="360 768 576 797">Green Hill F PV4:</p>  <p data-bbox="924 768 1139 797">Green Hill F PV5:</p>  <p data-bbox="802 1249 1018 1279">Green Hill F PV6:</p>  <p data-bbox="347 1760 1302 1823">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.9.2.</p>

Detailed ForgeSolar output results are available on request.

Appendix K: Route 10 Modelling Results

Route 10 - Fixed Panel Modelling Results

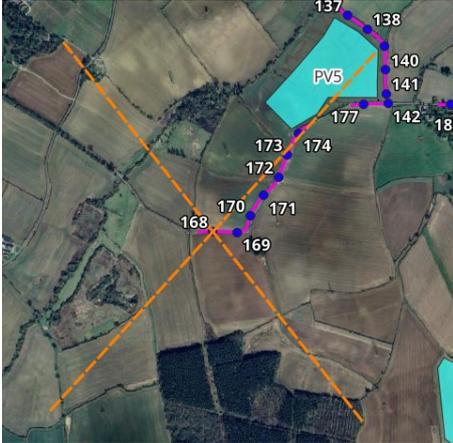
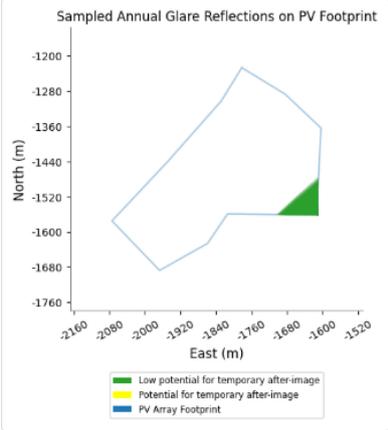
Table K.1: Route 9 - Fixed Panel Modelled Results

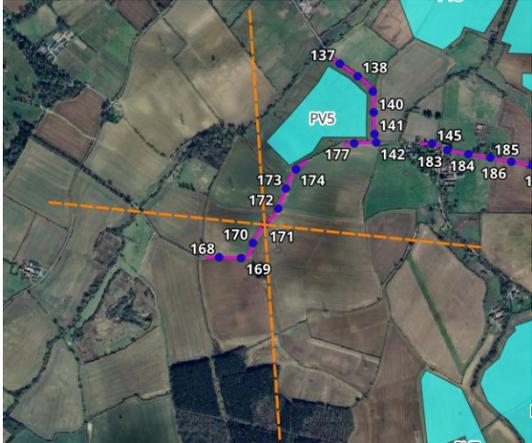
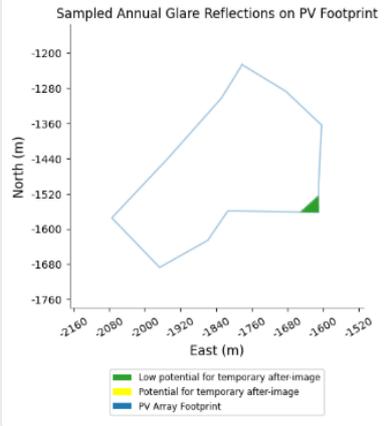
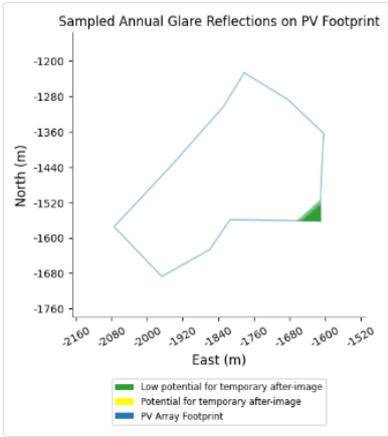
Modelled Point	Results
168	No glare is predicted within the 1km screening distance of Point 168. Based on industry guidance, the highest magnitude of impact possible will be a 'low impact'. As such, no further mitigation is required.
169	No glare is predicted within the 1km screening distance of Point 168. Based on industry guidance, the highest magnitude of impact possible will be a 'low impact'. As such, no further mitigation is required.
170	No glare is predicted within the 1km screening distance of Point 168. Based on industry guidance, the highest magnitude of impact possible will be a 'low impact'. As such, no further mitigation is required.
171	No glare is predicted within the 1km screening distance of Point 168. Based on industry guidance, the highest magnitude of impact possible will be a 'low impact'. As such, no further mitigation is required.
172	No glare is predicted within the 1km screening distance of Point 168. Based on industry guidance, the highest magnitude of impact possible will be a 'low impact'. As such, no further mitigation is required.
173	No glare is predicted within the 1km screening distance of Point 168. Based on industry guidance, the highest magnitude of impact possible will be a 'low impact'. As such, no further mitigation is required.
174	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p> </div> <div style="text-align: center;"> <p>Green Hill F PV5:</p> </div> </div> <p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.10.2.</p>

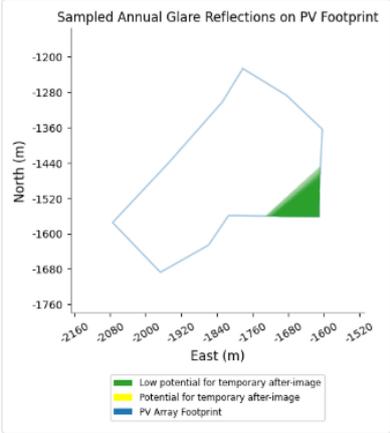
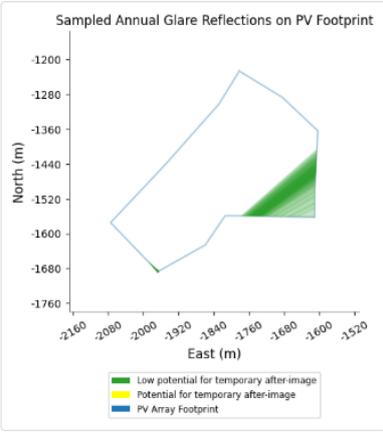
Detailed ForgeSolar output results are available on request.

Route 10 - Tracking Panel Modelling Results

Table K.2: Route 10 - Tracking Panel Modelled Result

Modelled Point	Results
<p>168</p>	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill F PV5: </p> <p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.10.2.</p>
<p>169</p>	<p>No glare is predicted within the 1km screening distance of Point 168. Based on industry guidance, the highest magnitude of impact possible will be a ‘low impact’. As such, no further mitigation is required.</p>
<p>170</p>	<p>No glare is predicted within the 1km screening distance of Point 168. Based on industry guidance, the highest magnitude of impact possible will be a ‘low impact’. As such, no further mitigation is required.</p>
<p>171</p>	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: Green Hill F PV5:</p>

Modelled Point	Results	
	  <p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.10.2.</p>	
<p>172</p>	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1032 866 1509"> <p>50° FOV:</p>  </div> <div data-bbox="922 1032 1382 1509"> <p>Green Hill F PV5:</p>  </div> </div> <p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.10.2.</p>	
<p>173</p>	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 2029 866 2063"> <p>50° FOV:</p> </div> <div data-bbox="922 2029 1382 2063"> <p>Green Hill F PV5:</p> </div> </div>	

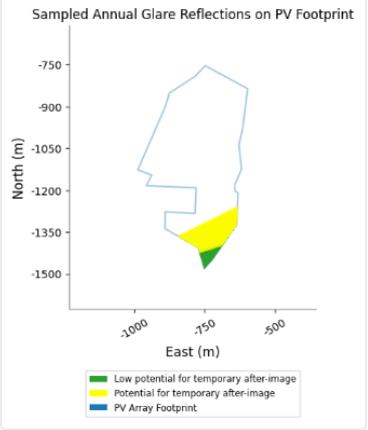
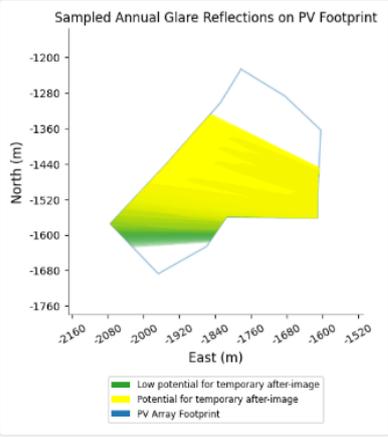
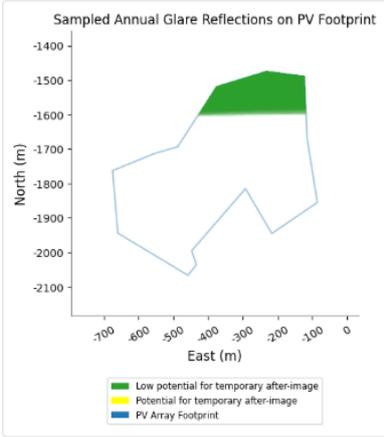
Modelled Point	Results
	  <p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.10.2.</p>
<p>174</p>	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill F PV5:</p>  <p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.10.2.</p>

Detailed ForgeSolar output results are available on request.

Appendix L: Route 11 Modelling Results

Route 11 - Fixed Panel Modelling Results

Table L.1: Route 11 - Fixed Panel Modelled Results

Modelled Point	Results
145	<p>Glare is predicted from PV3 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 678 879 1160"> <p>50° FOV:</p>  </div> <div data-bbox="922 678 1378 1149"> <p>Green Hill F PV4:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1189 823 1664"> <p>Green Hill F PV5:</p>  </div> <div data-bbox="922 1189 1378 1664"> <p>Green Hill F PV6:</p>  </div> </div> <p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.11.2.</p>

Detailed ForgeSolar output results are available on request.



Route 11 - Tracking Panel Modelling Results

Table L.2: Route 11 - Tracking Panel Modelled Result

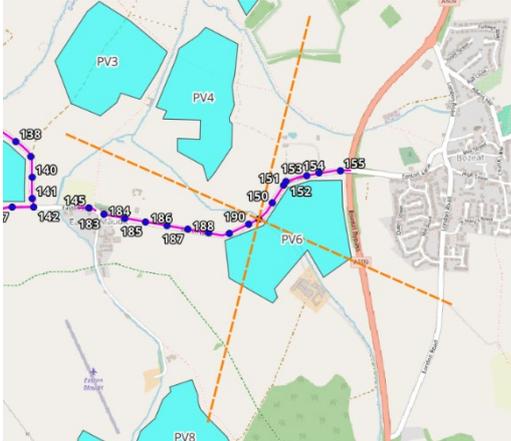
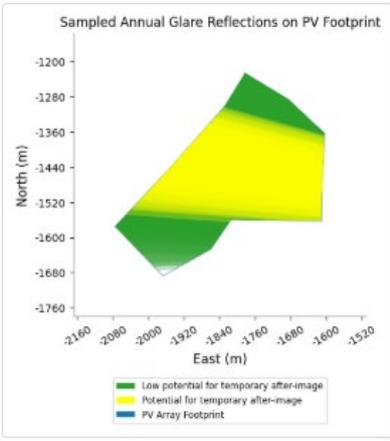
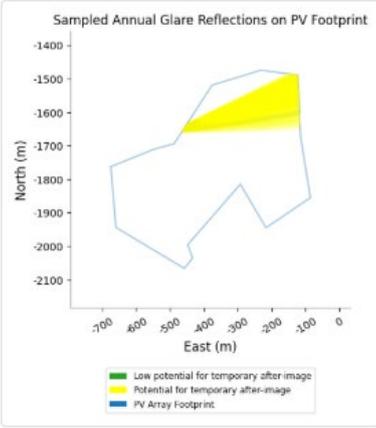
Modelled Point	Results
<p>145</p>	<p>Glare is predicted from PV3 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 566 877 1041"> <p>50° FOV:</p> </div> <div data-bbox="922 566 1372 1041"> <p>Green Hill F PV4:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1115 821 1579"> <p>Green Hill F PV5:</p> </div> <div data-bbox="922 1115 1372 1579"> <p>Green Hill F PV6:</p> </div> </div> <p>Glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.11.2.</p>

Detailed ForgeSolar output results are available on request.

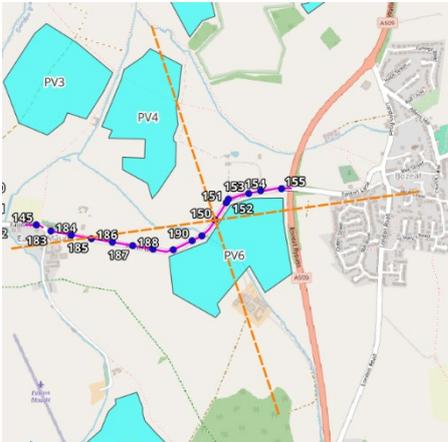
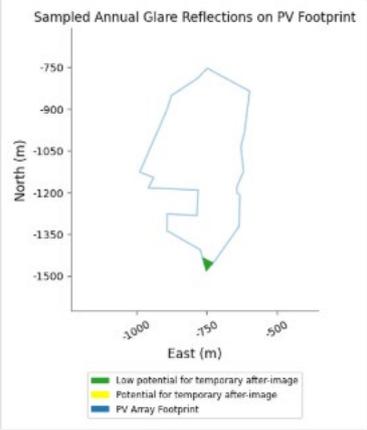
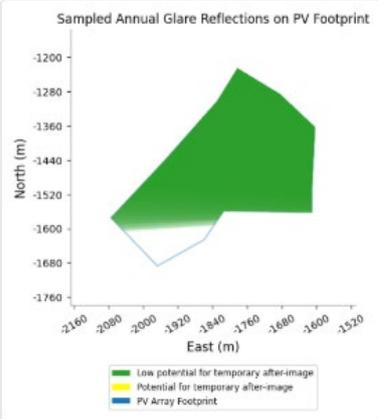
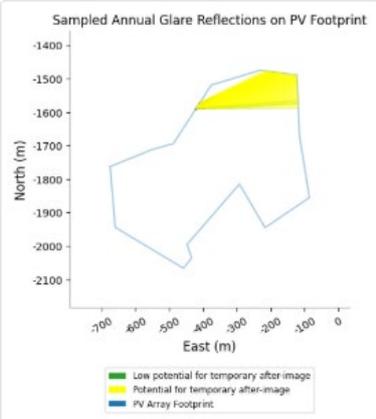
Appendix M: Route 12 Modelling Results

Route 12 - Fixed Panel Modelling Results

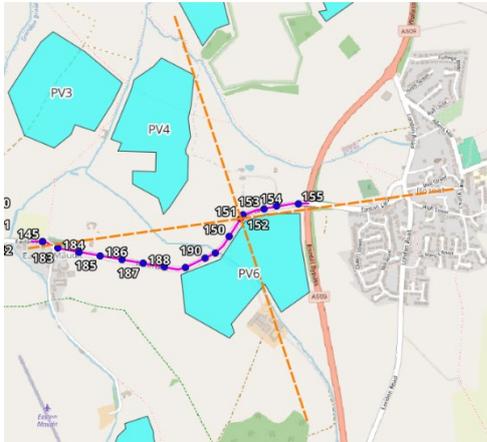
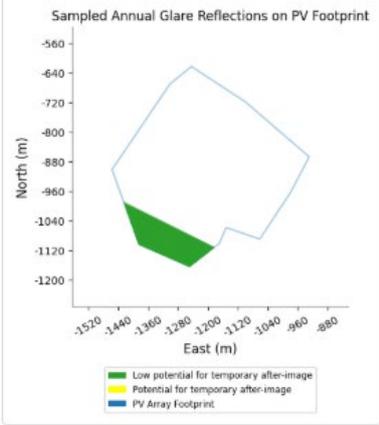
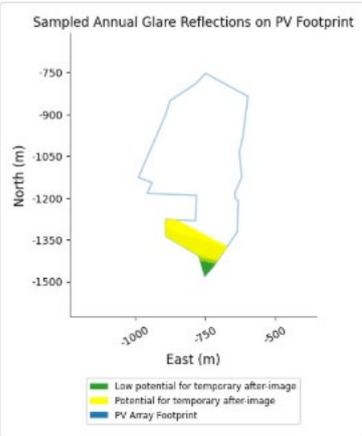
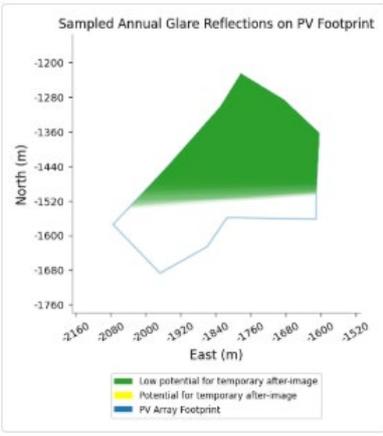
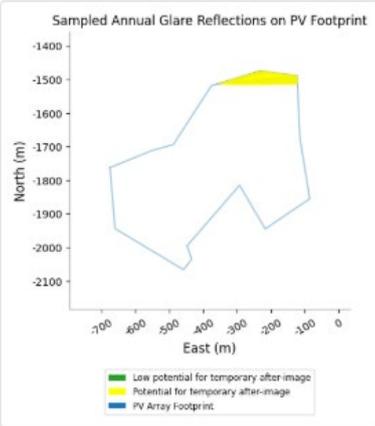
Table M.1: Route 12 - Fixed Panel Modelled Results

Modelled Point	Results
<p>149</p>	<p>Glare is predicted from PV5 and PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 678 884 1153"> <p>50° FOV:</p>  </div> <div data-bbox="922 678 1385 1153"> <p>Green Hill F PV5:</p>  </div> </div> <div style="text-align: center; margin-top: 10px;"> <p>Green Hill F PV6:</p>  </div> <p>It is noted that Point 149 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.</p> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>150</p>	<p>Glare is predicted from PV4 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



Modelled Point	Results	
	<p>50° FOV:</p> 	<p>Green Hill F PV4:</p> 
<p>151</p>	<p>Green Hill F PV5:</p> 	<p>Green Hill F PV6:</p>  <p>It is noted that Point 150 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.</p> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p> <p>Glare is predicted from PV3 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>



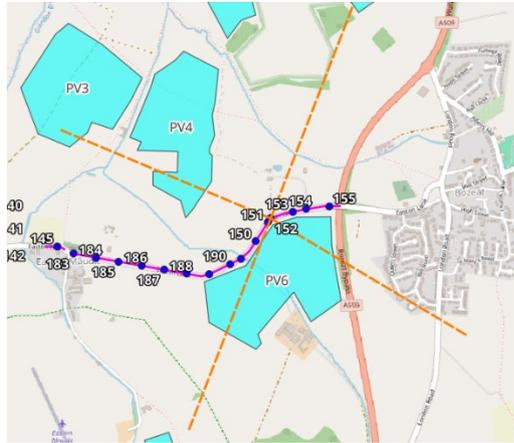
Modelled Point	Results
<p>152</p>	<p>50° FOV:</p>  <p>Green Hill F PV3:</p> 
	<p>Green Hill F PV4:</p>  <p>Green Hill F PV5:</p> 
	<p>Green Hill F PV6:</p> 
	<p>It is noted that Point 151 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.</p> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
	<p>Glare is predicted from PV3 to PV6 Green Hill F.</p>



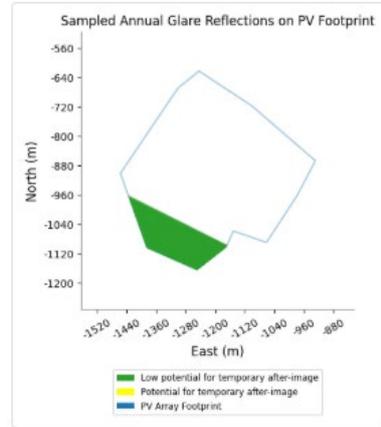
Modelled Point	Results
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The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

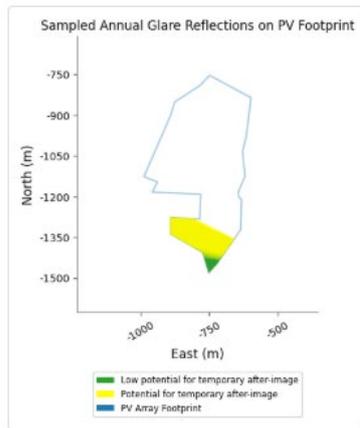
50° FOV:



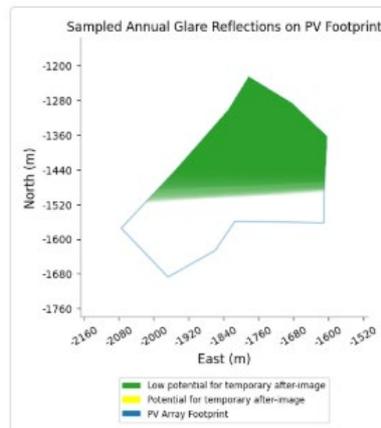
Green Hill F PV3:



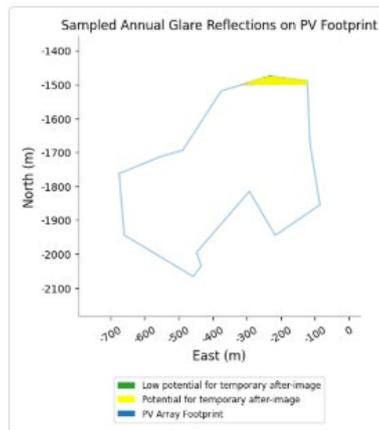
Green Hill F PV4:



Green Hill F PV5:

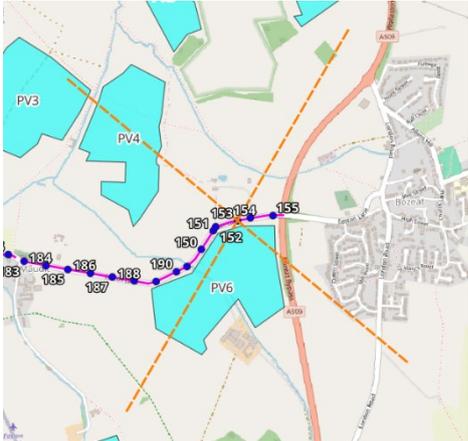
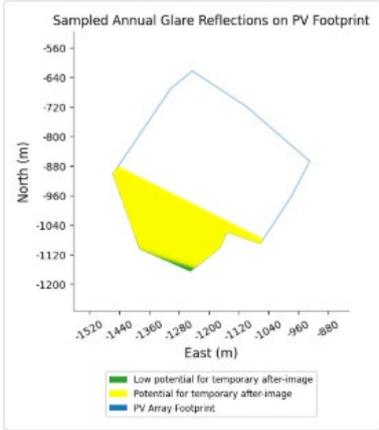
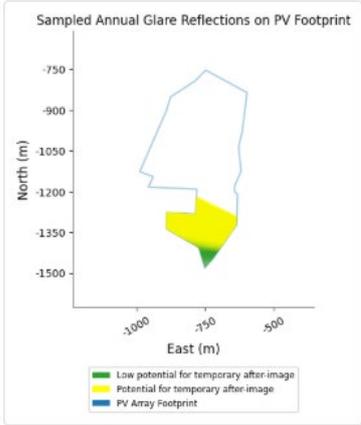
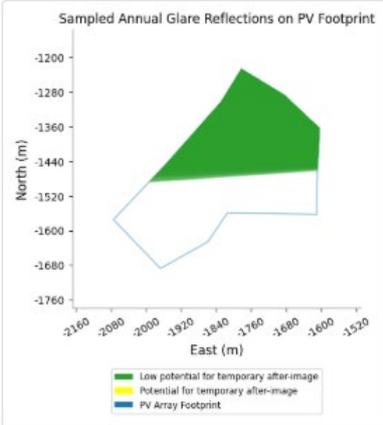


Green Hill F PV6:

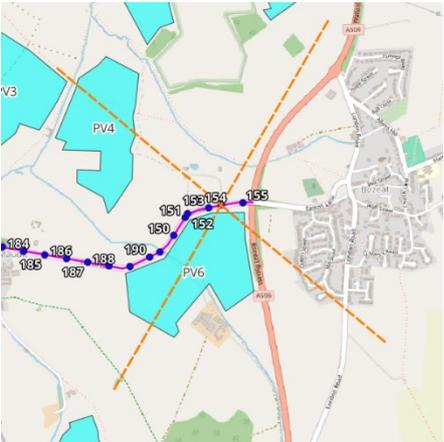
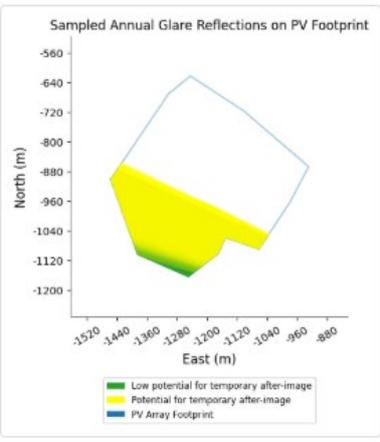
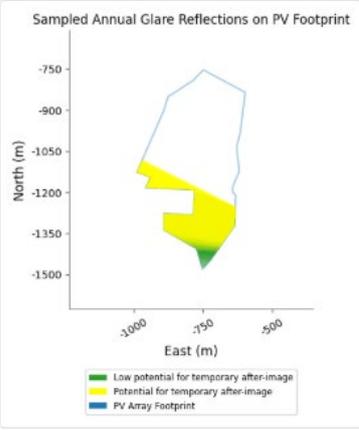
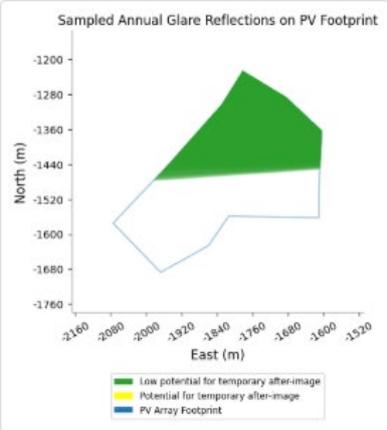


It is noted that Point 152 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.

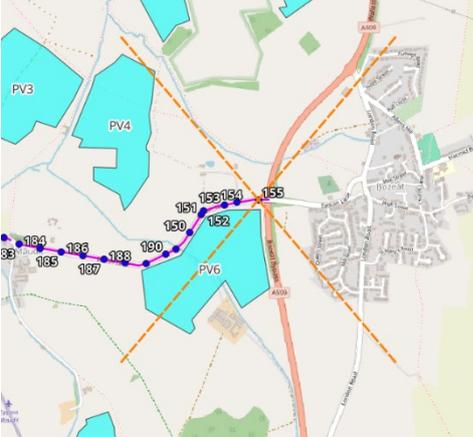
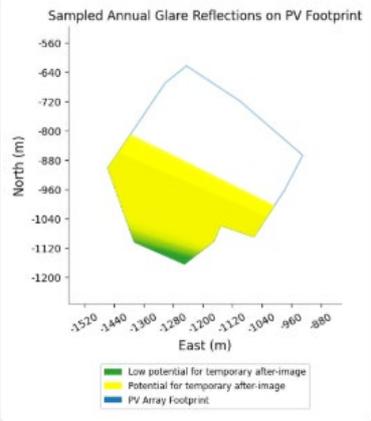
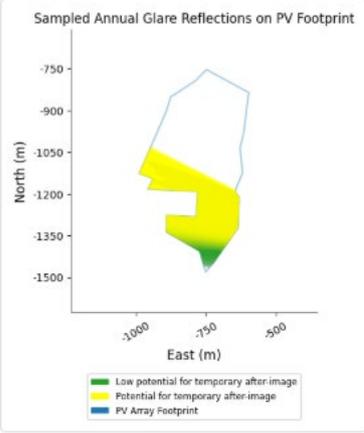
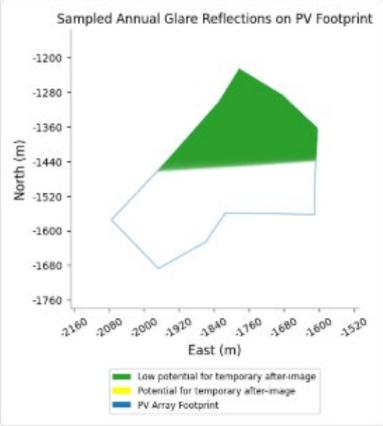
As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.

Modelled Point	Results
<p>153</p>	<p>Glare is predicted from PV3 to PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill F PV3: </p> <p>Green Hill F PV4: </p> <p>Green Hill F PV5: </p> <p>It is noted that Point 153 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a ‘low impact’. As such, no further mitigation is required.</p> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>154</p>	<p>Glare is predicted from PV3 to PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

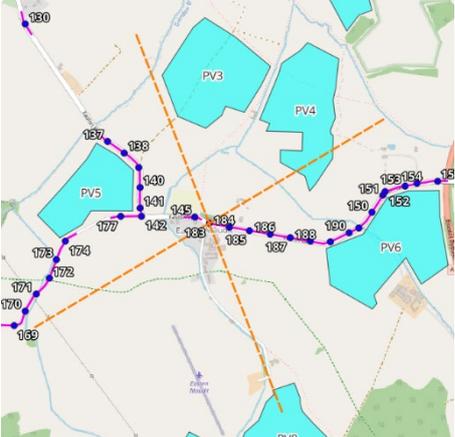
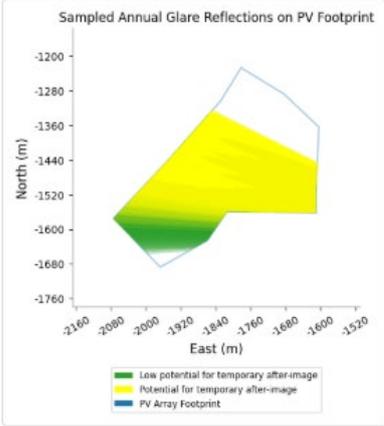
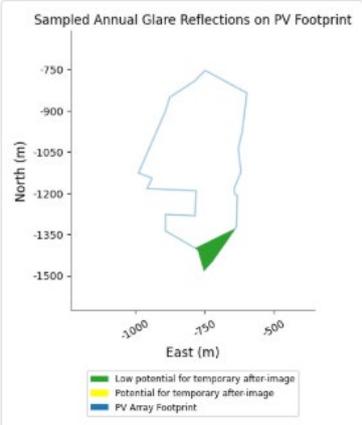
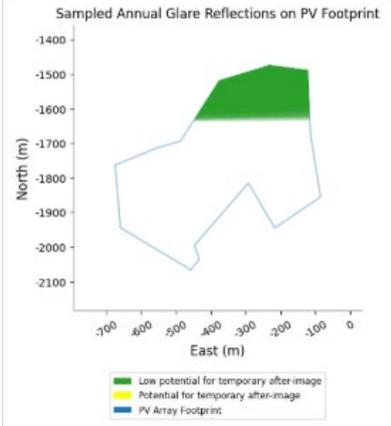
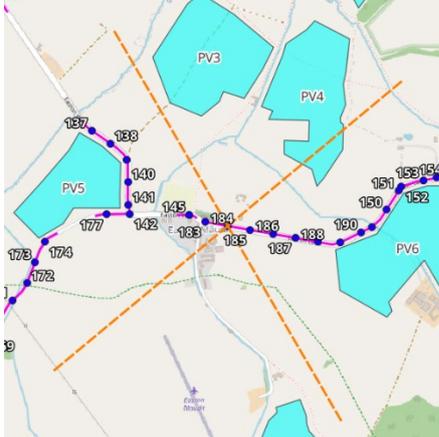
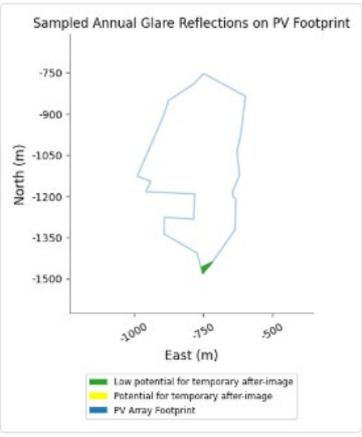


Modelled Point	Results	
	<p>50° FOV:</p>  <p>Green Hill F PV3:</p>  <p>Green Hill F PV4:</p>  <p>Green Hill F PV5:</p>  <p>It is noted that Point 154 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.</p> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>	
<p>155</p>	<p>Glare is predicted from PV3 to PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>	



Modelled Point	Results
	<p data-bbox="363 286 475 315">50° FOV:</p>  <p data-bbox="363 763 576 792">Green Hill F PV3:</p>  <p data-bbox="363 763 576 792">Green Hill F PV4:</p>  <p data-bbox="927 763 1139 792">Green Hill F PV5:</p>  <p data-bbox="347 1272 1453 1413">It is noted that Point 155 is outside the 1km screening distance of the reflecting area of Green Hill F PV3 and PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV3 and PV5 will be a ‘low impact’. As such, no further mitigation is required.</p> <p data-bbox="347 1451 1302 1518">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p data-bbox="204 1787 256 1816">183</p>	<p data-bbox="347 1541 948 1570">Glare is predicted from PV4 to PV6 Green Hill F.</p> <p data-bbox="347 1615 1449 1682">The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

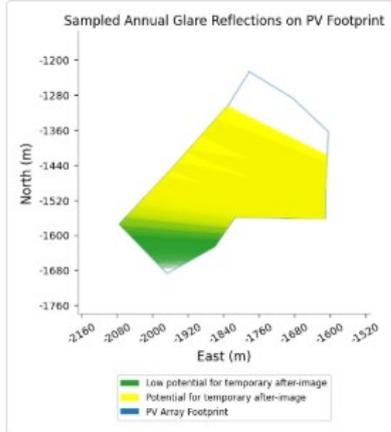


Modelled Point	Results	
	<p>50° FOV:</p>  <p>Green Hill F PV5:</p> 	<p>Green Hill F PV4:</p>  <p>Green Hill F PV6:</p> 
<p>184</p>	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p> <p>Glare is predicted from PV4 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV:</p>  <p>Green Hill F PV4:</p> 	

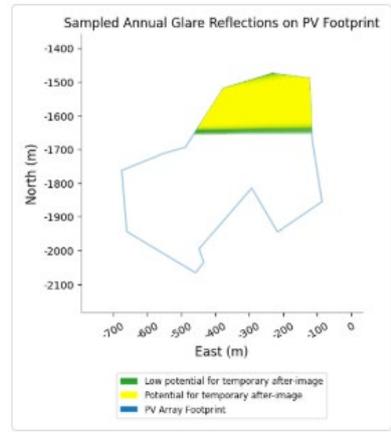


Modelled Point	Results
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Green Hill F PV5:



Green Hill F PV6:

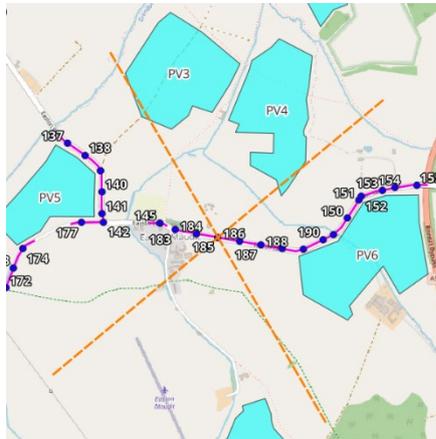


As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.

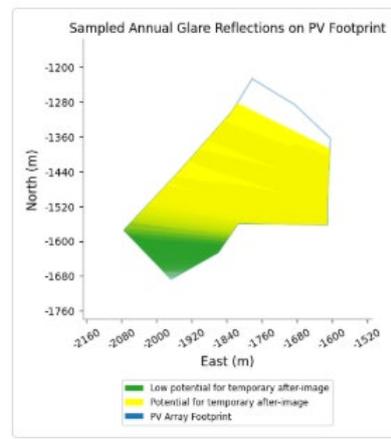
Glare is predicted from PV5 and PV6 Green Hill F.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

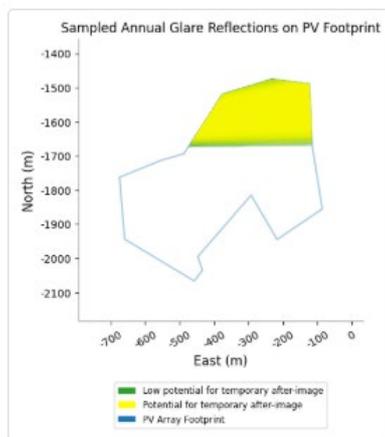
50° FOV:



Green Hill F PV5:

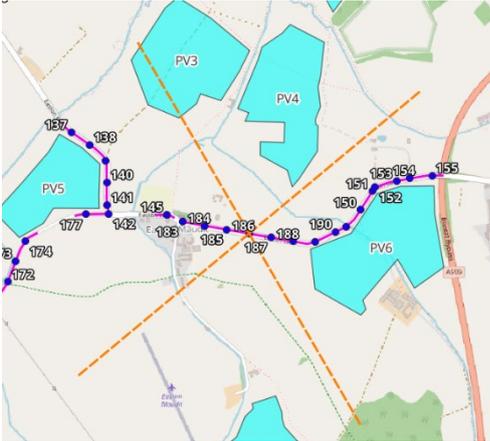
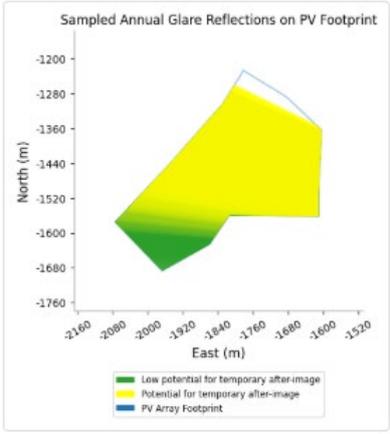
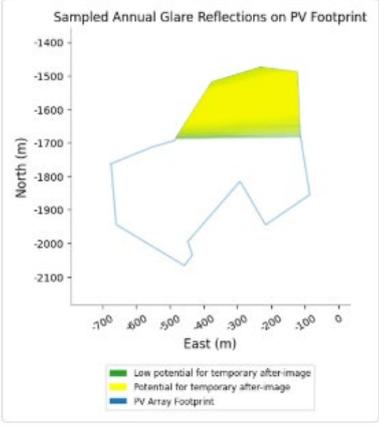


Green Hill F PV6:



185

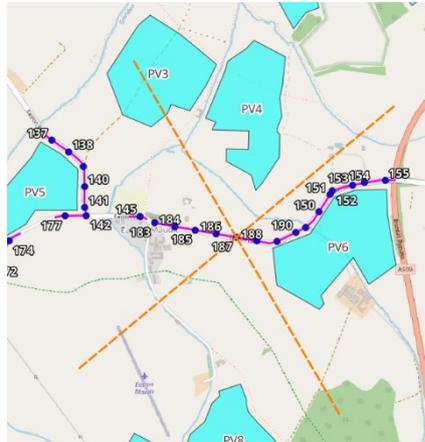


Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>186</p>	<p>Glare is predicted from PV5 and PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 555 874 1025"> <p>50° FOV:</p>  </div> <div data-bbox="922 555 1385 1025"> <p>Green Hill F PV5:</p>  </div> </div> <div style="display: flex; justify-content: center; margin-top: 20px;"> <div data-bbox="719 1025 1098 1496"> <p>Green Hill F PV6:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>187</p>	<p>Glare is predicted from PV5 and PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

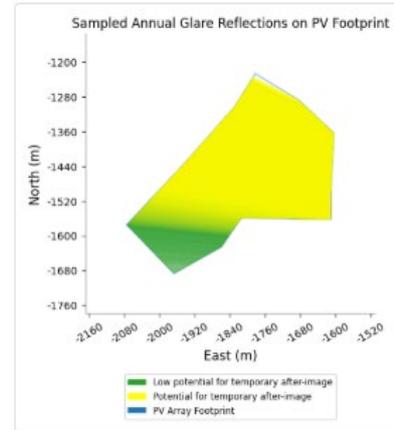


Modelled Point	Results
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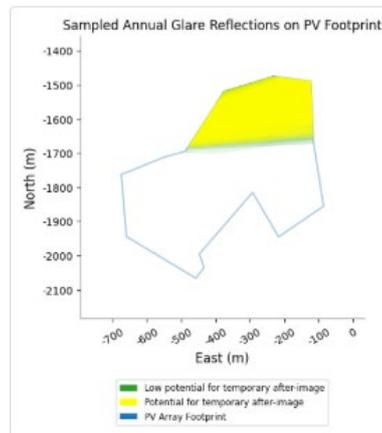
50° FOV:



Green Hill F PV5:



Green Hill F PV6:

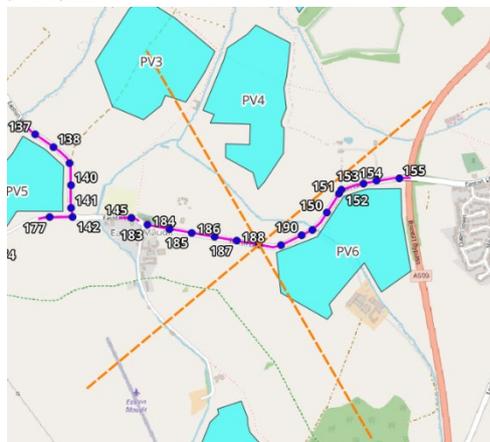


As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.

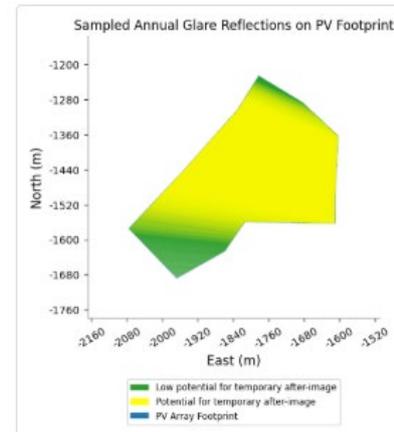
Glare is predicted from PV5 and PV6 Green Hill F.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

50° FOV:

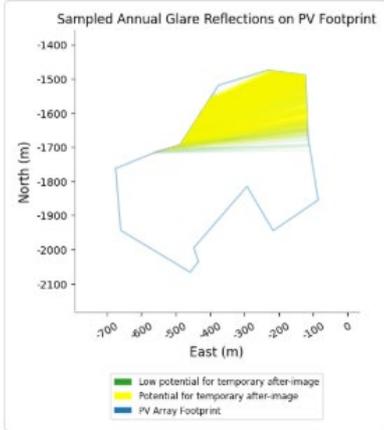
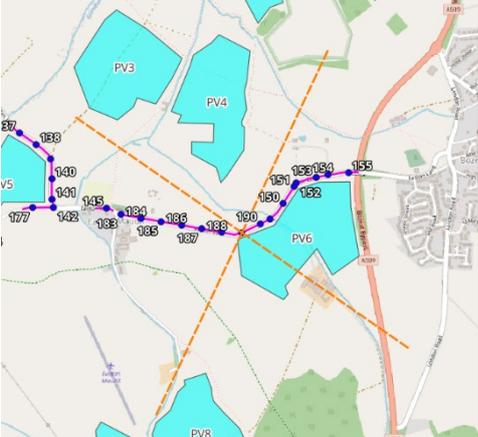
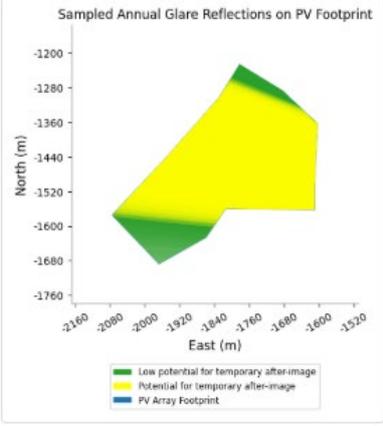
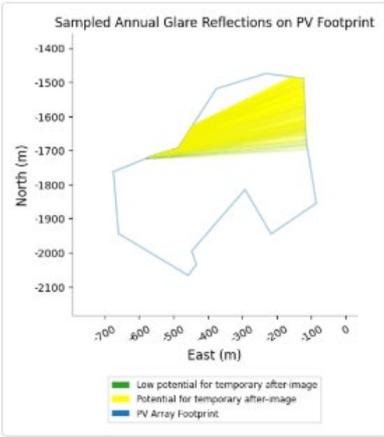


Green Hill F PV5:



188

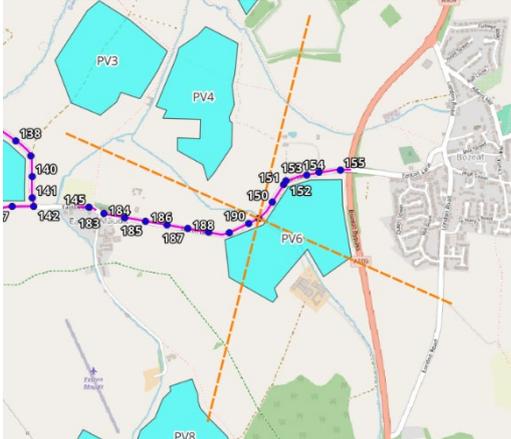
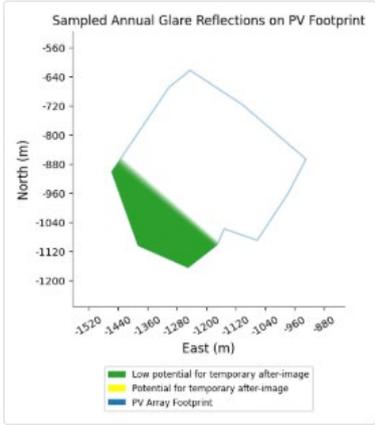
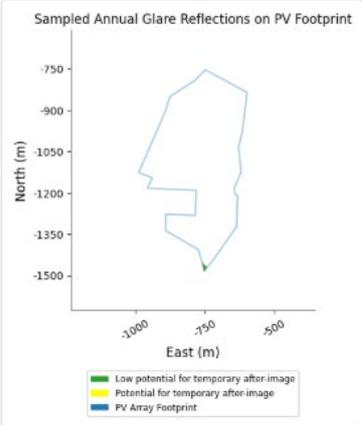
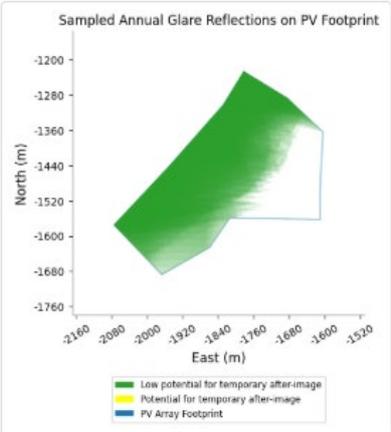


Modelled Point	Results
	<p style="text-align: center;">Green Hill F PV6:</p>  <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p style="text-align: center;">189</p>	<p>Glare is predicted from PV5 and PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1064 869 1534"> <p style="text-align: center;">50° FOV:</p>  </div> <div data-bbox="922 1064 1380 1534"> <p style="text-align: center;">Green Hill F PV5:</p>  </div> </div> <div style="display: flex; justify-content: center; margin-top: 20px;"> <div data-bbox="715 1541 1099 2011"> <p style="text-align: center;">Green Hill F PV6:</p>  </div> </div>



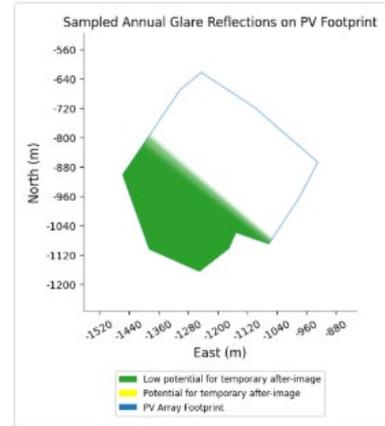
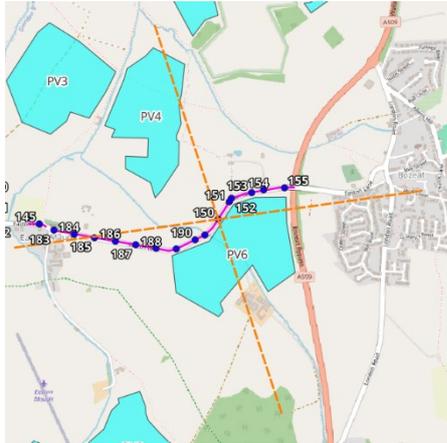
Route 12 - Tracking Panel Modelling Results

Table M.2: Route 12 - Tracking Panel Modelled Result

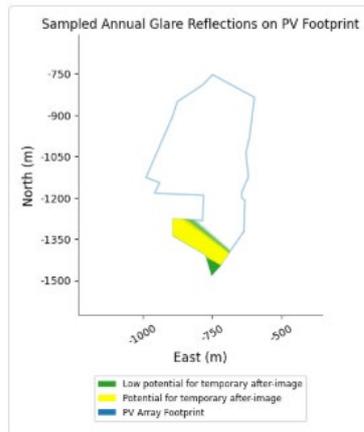
Modelled Point	Results
<p>149</p>	<p>Glare is predicted from PV3 to PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50° FOV:</p>  </div> <div style="text-align: center;"> <p>Green Hill F PV3:</p>  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>Green Hill F PV4:</p>  </div> <div style="text-align: center;"> <p>Green Hill F PV5:</p>  </div> </div> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of ‘low impact’. As such, a ‘low impact’ may be classified, and no further mitigation is recommended.</p>
<p>150</p>	<p>Glare is predicted from PV3 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>50° FOV:</p> </div> <div style="text-align: center;"> <p>Green Hill F PV3:</p> </div> </div>



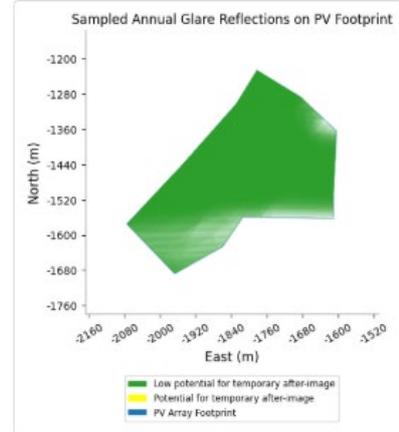
Modelled Point	Results
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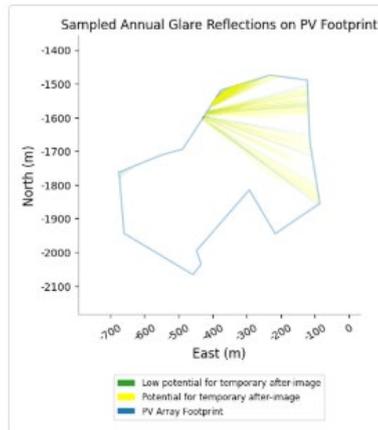
Green Hill F PV4:



Green Hill F PV5:



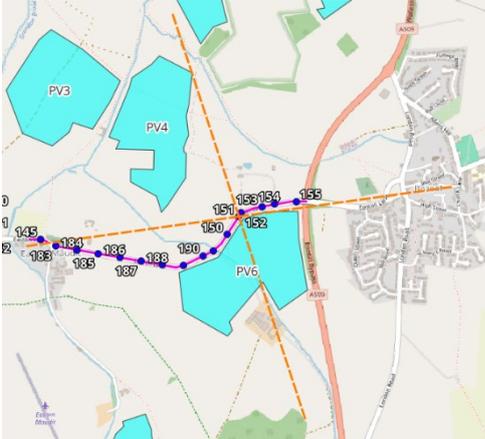
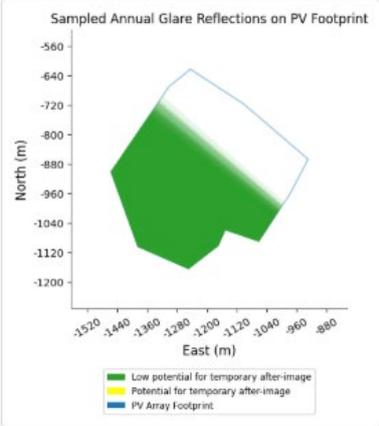
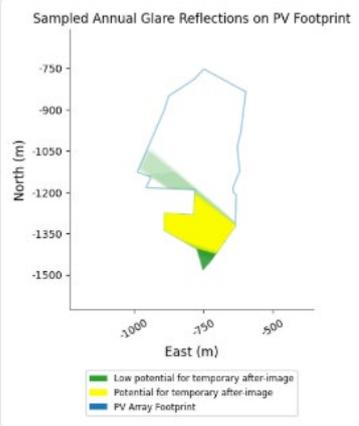
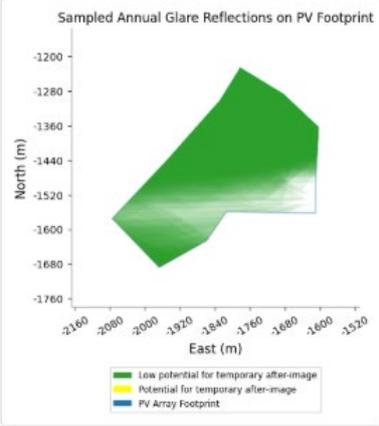
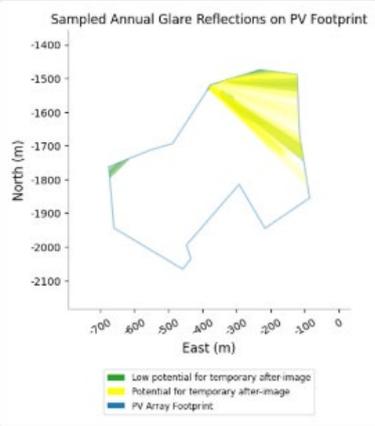
Green Hill F PV6:



It is noted that Point 150 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a ‘low impact’. As such, no further mitigation is required.

As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.

151	<p>Glare is predicted from PV3 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>
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Modelled Point	Results
	<p data-bbox="363 322 475 349">50° FOV:</p>  <p data-bbox="927 322 1139 349">Green Hill F PV3:</p>  <p data-bbox="363 797 576 824">Green Hill F PV4:</p>  <p data-bbox="927 797 1139 824">Green Hill F PV5:</p>  <p data-bbox="804 1272 1016 1299">Green Hill F PV6:</p>  <p data-bbox="347 1787 1458 1890">It is noted that Point 151 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a ‘low impact’. As such, no further mitigation is required.</p> <p data-bbox="347 1926 1474 1989">As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
152	Glare is predicted from PV3 to PV6 Green Hill F.



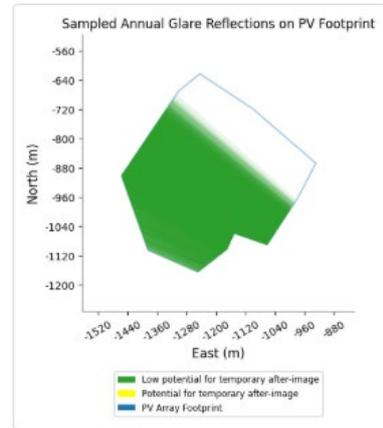
Modelled Point	Results
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The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

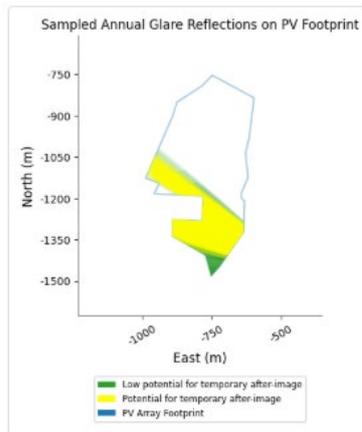
50° FOV:



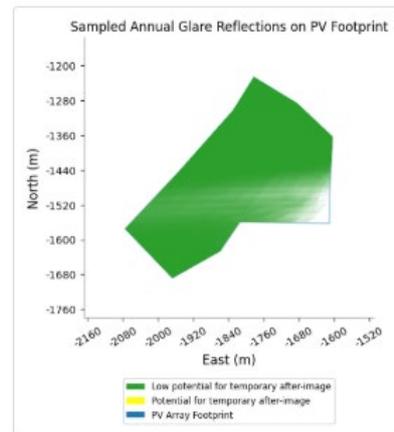
Green Hill F PV3:



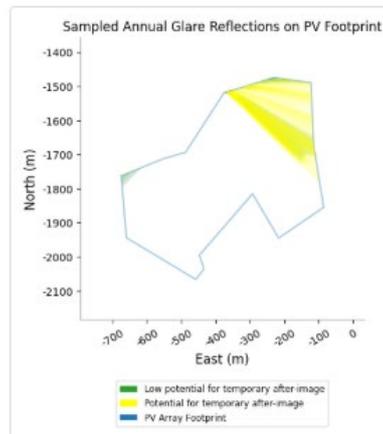
Green Hill F PV4:



Green Hill F PV5:



Green Hill F PV6:



It is noted that Point 152 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.

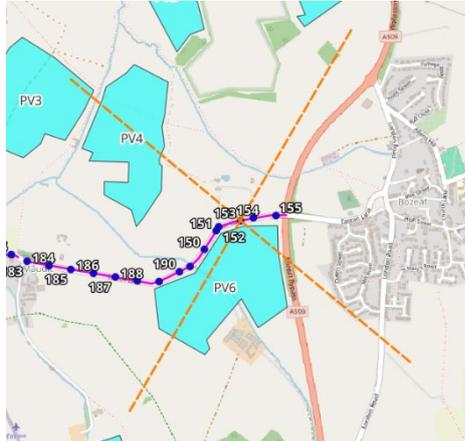
As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.

Modelled Point	Results
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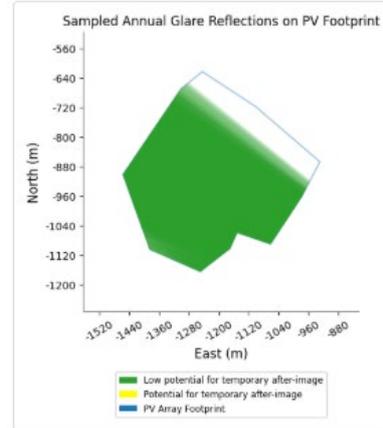
Glare is predicted from PV3 to PV6 Green Hill F.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

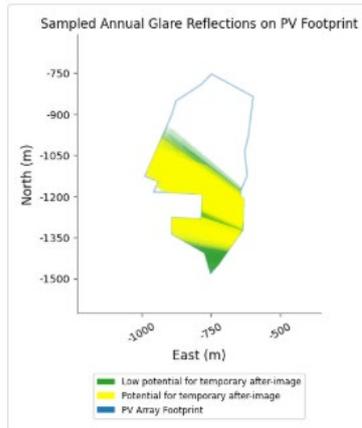
50° FOV:



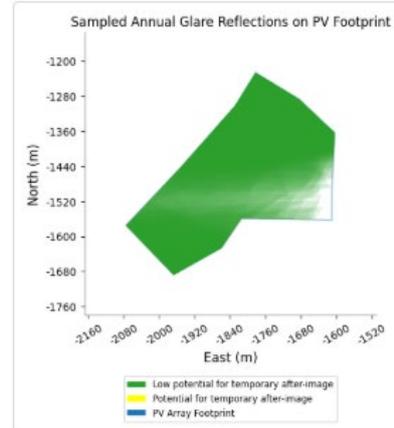
Green Hill F PV3:



Green Hill F PV4:

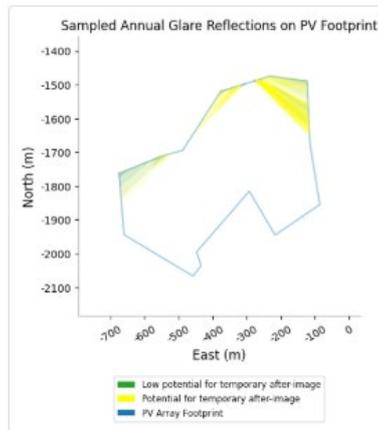


Green Hill F PV5:



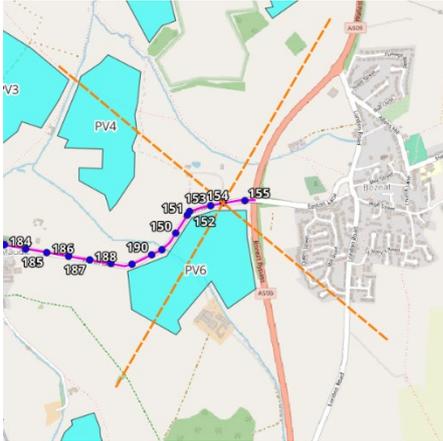
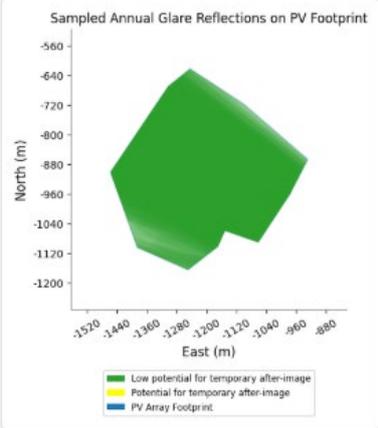
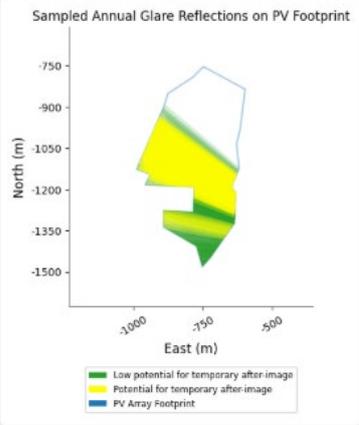
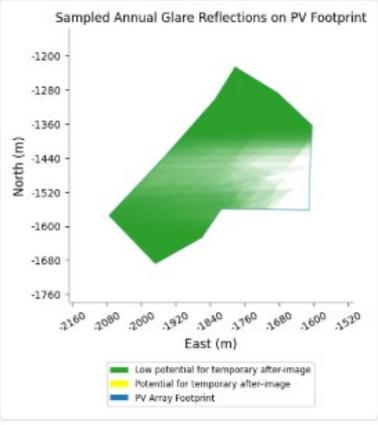
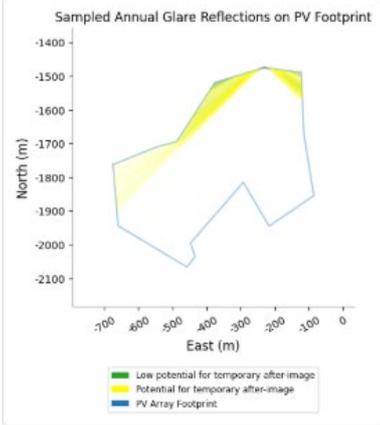
153

Green Hill F PV6:



It is noted that Point 153 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.



Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>154</p>	<p>Glare is predicted from PV3 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <p>50° FOV: </p> <p>Green Hill F PV3: </p> <p>Green Hill F PV4: </p> <p>Green Hill F PV5: </p> <p>Green Hill F PV6: </p>

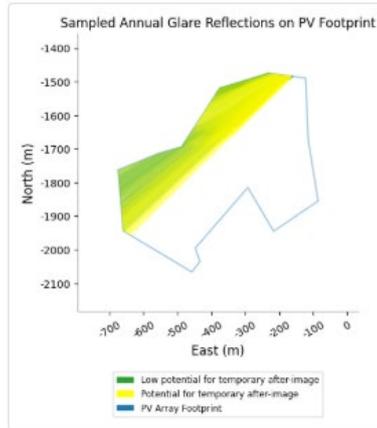


Modelled Point	Results
	<p>It is noted that Point 154 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.</p> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>155</p>	<p>Glare is predicted from PV3 to PV6 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 696 865 1167"> <p>50° FOV:</p> </div> <div data-bbox="927 696 1382 1167"> <p>Green Hill F PV3:</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="363 1211 810 1675"> <p>Green Hill F PV4:</p> </div> <div data-bbox="927 1211 1382 1675"> <p>Green Hill F PV5:</p> </div> </div>



Modelled Point	Results
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Green Hill F PV6:



It is noted that Point 155 is outside the 1km screening distance of the reflecting area of Green Hill F PV3 and PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV3 and PV5 will be a 'low impact'. As such, no further mitigation is required.

As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.

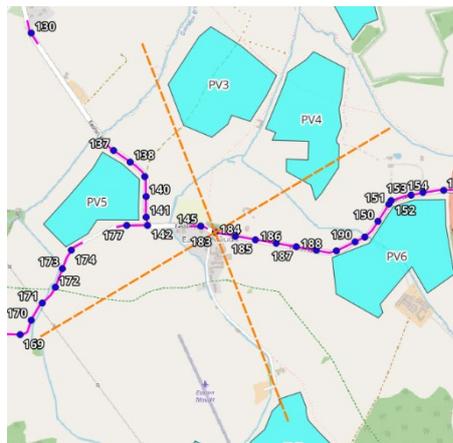
Glare is predicted from PV1 and PV4 to PV6 Green Hill F.

It is noted that Point 183 is outside the 1km screening distance of Green Hill F PV1. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV1 will be a 'low impact'. As such, no further mitigation is required.

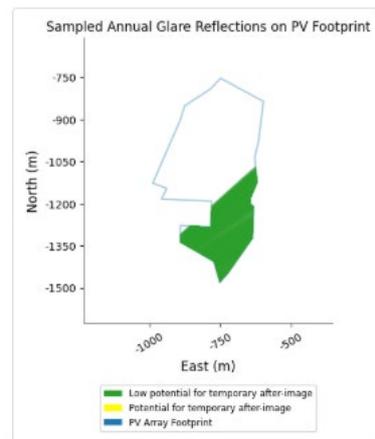
The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

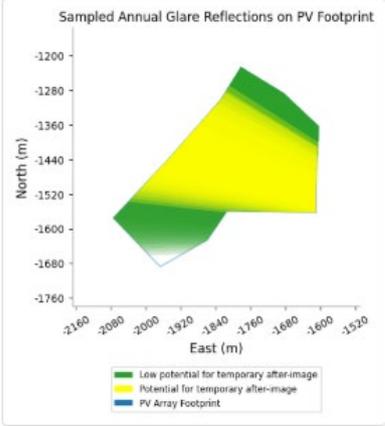
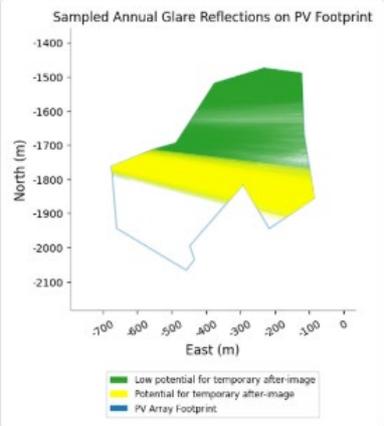
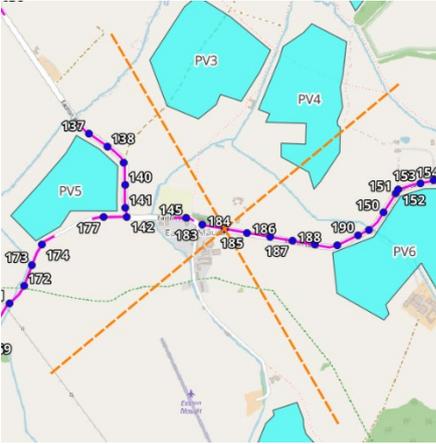
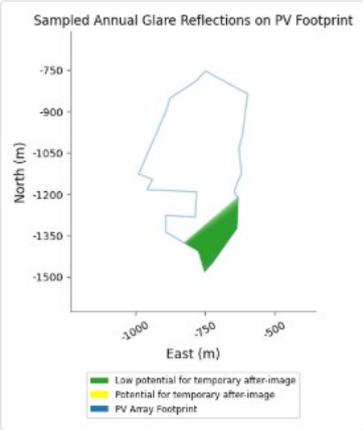
183

50° FOV:

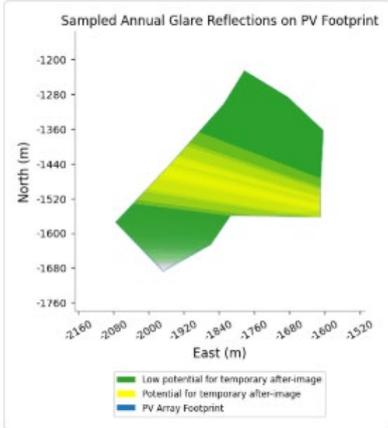
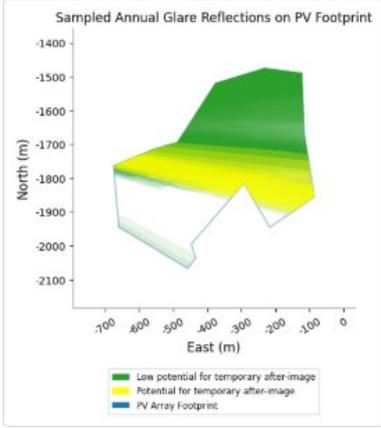
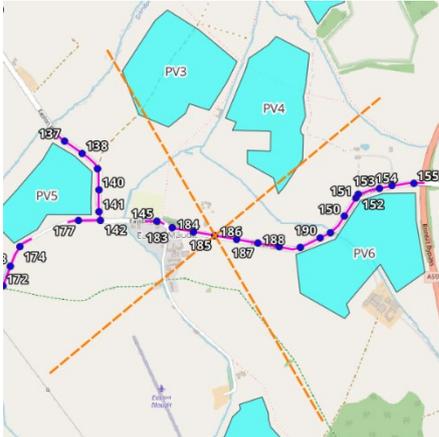
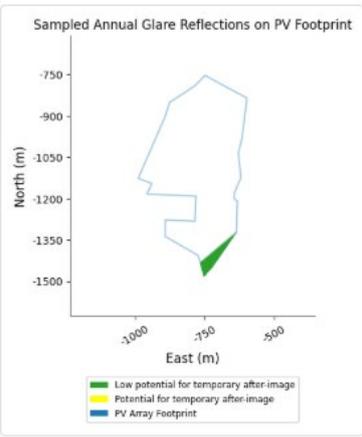


Green Hill F PV4:



Modelled Point	Results	
	<p>Green Hill F PV5:</p> 	<p>Green Hill F PV6:</p> 
<p>184</p>	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p> <p>Glare is predicted from PV1 and PV4 to PV6 Green Hill F.</p> <p>It is noted that Point 184 is outside the 1km screening distance of Green Hill F PV1. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV1 will be a ‘low impact’. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1205 847 1682"> <p>50° FOV:</p>  </div> <div data-bbox="922 1205 1372 1682"> <p>Green Hill F PV4:</p>  </div> </div>	

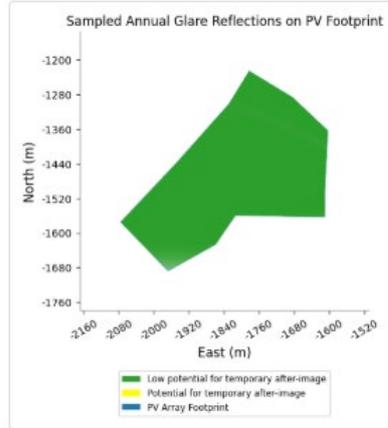


Modelled Point	Results
	<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>Green Hill F PV5:</p>  </div> <div style="width: 45%;"> <p>Green Hill F PV6:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>185</p>	<p>Glare is predicted from PV1 and PV4 to PV6 Green Hill F.</p> <p>It is noted that Point 185 is outside the 1km screening distance of Green Hill F PV1. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV1 will be a 'low impact'. As such, no further mitigation is required.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>50° FOV:</p>  </div> <div style="width: 45%;"> <p>Green Hill F PV4:</p>  </div> </div>

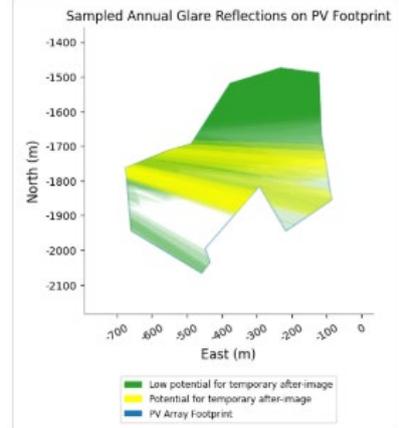


Modelled Point	Results
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Green Hill F PV5:



Green Hill F PV6:

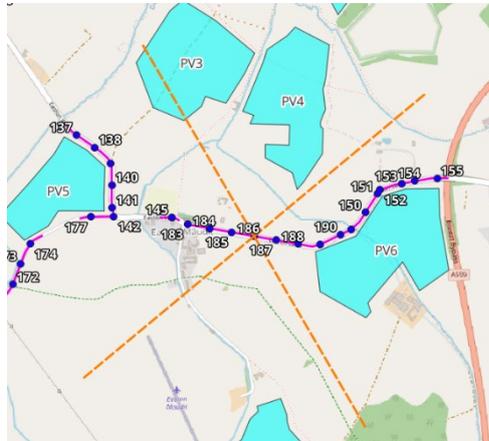


As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.

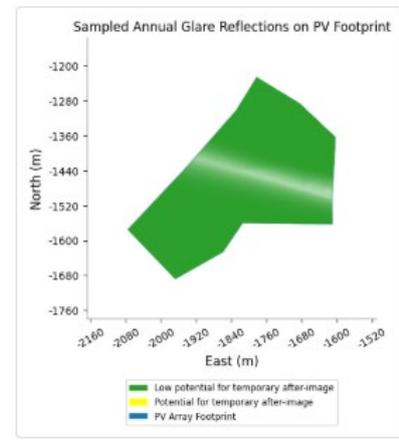
Glare is predicted from PV5 and PV6 Green Hill F.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

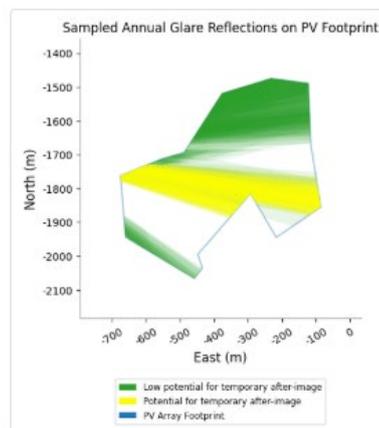
50° FOV:



Green Hill F PV5:

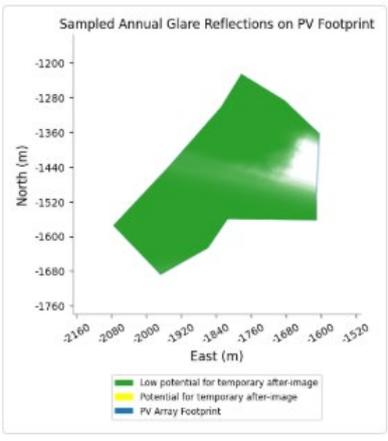
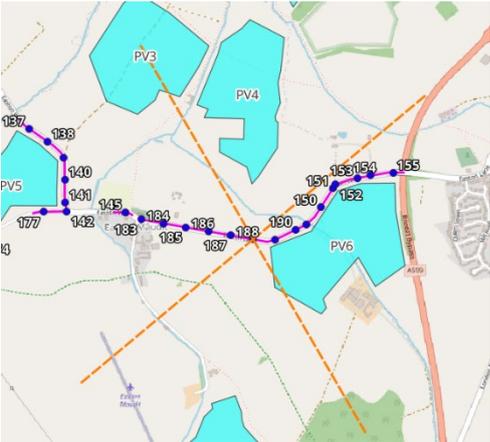
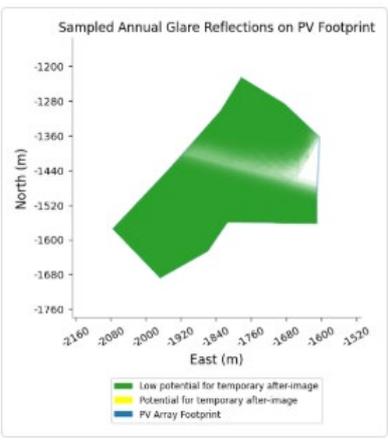


Green Hill F PV6:



186

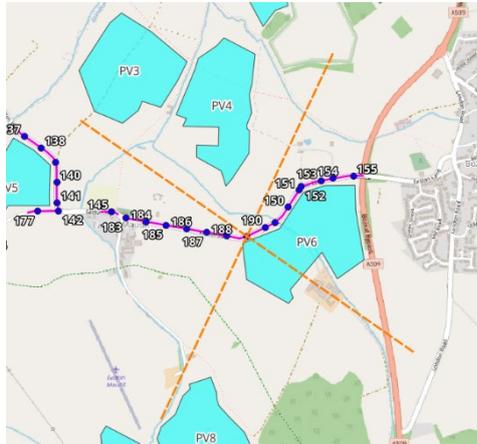


Modelled Point	Results
	<p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>187</p>	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 555 478 584"> <p>50° FOV:</p>  </div> <div data-bbox="922 555 1141 584"> <p>Green Hill F PV5:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>188</p>	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 1332 478 1361"> <p>50° FOV:</p>  </div> <div data-bbox="922 1332 1141 1361"> <p>Green Hill F PV5:</p>  </div> </div> <p>As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.</p>
<p>189</p>	<p>Glare is predicted from PV5 Green Hill F.</p> <p>The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.</p>

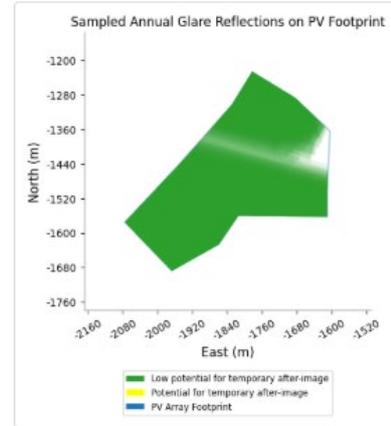


Modelled Point	Results
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50° FOV:



Green Hill F PV5:

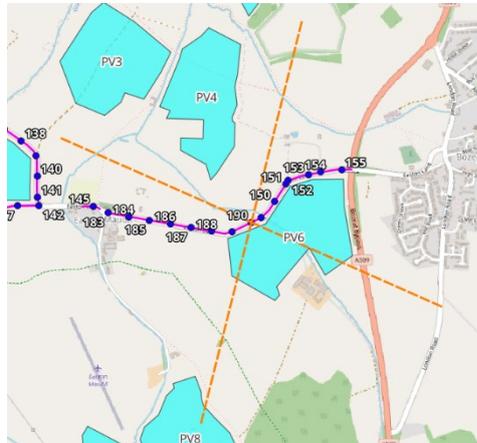


As such, glare is predicted within the 50° field of view. A review of mitigation considerations has been undertaken in Section 5.12.2.

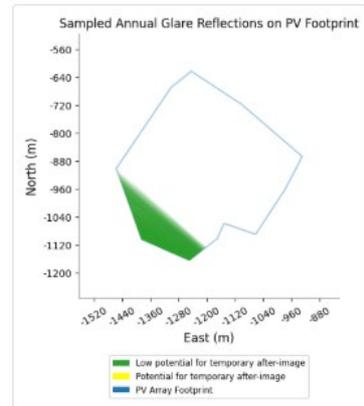
Glare is predicted from PV3 and PV6 Green Hill F.

The area of the modelled PV array that is predicted glare, and the 50° field of view at the corresponding observation points is shown below.

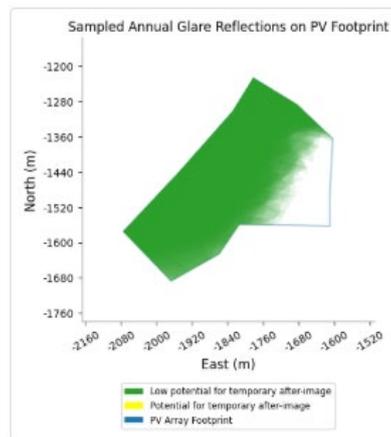
50° FOV:



Green Hill F PV3:



Green Hill F PV5:



Modelled Point	Results
	<p>It is noted that Point 190 is outside the 1km screening distance of the reflecting area of Green Hill F PV5. Based on industry guidance, the highest magnitude of impact possible from Green Hill F PV5 will be a 'low impact'. As such, no further mitigation is required.</p> <p>Based on industry guidance, the highest magnitude of impact possible from glare that originates outside the 50° field of view is of 'low impact'. As such, a 'low impact' may be classified, and no further mitigation is recommended.</p>

Detailed ForgeSolar output results are available on request.

