The Great Grid Upgrade

Sea Link

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Landscape Designation and Landscape Character Assessment - Suffolk

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1. Introduction

1.1.1 This appendix should be read in conjunction with **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and is supported by the following figures.

- **Application Document 6.4.2.1 Landscape and Visual**

1.2 Landscape Designations and Character Assessment

1.2.1 This appendix provides a detailed assessment of the significance of effects on landscape receptors at each of the assessment phases:

- construction (including decommissioning); and
- operation and maintenance (Year 1 and Year 15).

2. Landscape Designations

2.1.1 Table 2.1 presents the assessment of landscape character effects at construction and at operation and maintenance for the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). The assessment takes into account the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters, as outlined in **Application Document 6.3.2.1.B Appendix 2.1.B Landscape Baseline**, as well as the statutory purpose of the AONB relating to natural beauty indicators.

Table 2.1 Assessment of effects on the Suffolk Coast and Heaths AONB at construction and at operation and maintenance (Year 1 and Year 15)

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
Value: **Very High** Susceptibility: **Very High** Despite the large-scale, open landscape in part, the coastal landscape and acid grassland vegetation are more susceptible to accommodate the type of development. Sensitivity: **Very High**	<u>Construction</u> There would be direct effects in localised areas of the AONB associated with the HVDC cable laying, including vegetation removal, temporary displacement of agricultural land and acid grassland, temporary infiltration ponds and pipes along the cable route and at the landfall, temporary drilling rig at the landfall, a construction compound to the east of Leiston Road (B1122) and construction access along the cable route. Vegetation removal would be limited to hedgerow, one Category A tree and part of one Category A woodland to the north of Aldeburgh Golf Club, individual trees and tree groups to the west of Leiston Road (B1122) including one Category A tree and the remainder Category B or C and Category B and C trees and groups of trees to the east of Leiston Road (B1122).	Effect for landscape quality: **Minor adverse (not significant)** Effect for scenic quality: **Minor adverse (not significant)** Effect for relative wildness: **Minor adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	To the east of the landfall all construction activity would be underground.	Effect for relative tranquillity: **Minor adverse (not significant)**
	Indirect effects on the AONB are considered to be associated with intervisibility of the cable laying barge out at sea and as the HVDC cable laying continues to the north-west through the landscape outside of the AONB boundary.	Effect for natural heritage features: **Minor adverse (not significant)**
	Associated lighting is expected to be localised and it is not expected that this lighting would affect the AONB due to distance and intervening vegetation.	Effect for cultural heritage: **Negligible adverse (not significant)**
	The duration of change for all activity would be short-term.	Effect for statutory purpose of AONB relating to natural beauty indicators: **Minor adverse (not significant)**
	Construction activity associated with the Saxmundham Converter Station or Friston Substation (under Friston Scenario 2) is not likely to be perceptible from the AONB other than in a very localised area of the AONB (refer to representative viewpoint 18 assessment within **Application Document 6.3.2.1.D Appendix 2.1.D Visual Amenity Baseline and Assessment**).	
	Landscape quality: The construction of the Proposed Project would temporarily displace small areas of acid grassland within the AONB, including at the landfall construction compound. The construction activity is not considered to adversely alter any of the other relevant Suffolk Coast and Heaths AONB Indicators (see **Application Document 6.3.3.1.B Appendix 3.1.B Landscape Baseline** throughout for Suffolk Coast and Heath Indicators).	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Magnitude for landscape quality: **Small** Scenic quality: The construction of the Proposed Project would not affect the opportunities for long distance and panoramic views across the AONB and the open landscape between Aldeburgh and Thorpeness due to the proposed trenchless technique at the landfall. The construction would introduce construction plant and machinery into views, however the extent of this change experienced onshore is often limited due to an intervening layered network of vegetation, landform and built form. The cable laying barge offshore would have an effect on the setting of the AONB as it would temporarily affect offshore scenic quality of views from the coastline. The removal of small sections of boundary features would not affect the general enclosure of farmland as effects would be localised. Lighting associated with the Proposed Project is expected to be localised and limited to temporary periods and is not considered to alter the dark skies of the AONB. The construction activity is not considered to alter any of the other relevant Suffolk Coast and Heath Indicators. Magnitude for scenic quality: **Small** Relative wildness: The construction of the Proposed Project would temporarily introduce elements of uncharacteristic machinery and noise into the AONB and its setting. This would affect the wildness but would frequently be within the context of detracting existing features, including the OHL. The construction activity is not considered to be dissimilar to typical agricultural machinery on arable fields and the seasonal disturbance of soils which is characteristic of arable land. The removal of small sections of boundary features would not	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	affect the mixture of openness and enclosure as effects would be localised. Construction vehicles would temporarily increase traffic on existing lightly trafficked routes. The construction activity is not considered to alter any of the other relevant Suffolk Coast and Heath Indicators. Magnitude for relative wildness: **Small** Relative tranquillity: The construction of the Proposed Project would affect localised tranquillity within the AONB and its setting due to additional human activity, increased traffic along local roads and machinery. The construction activity is not considered to alter any of the other relevant Suffolk Coast and Heath Indicators. Magnitude for relative tranquillity: **Small** Natural heritage features: The construction of the Proposed Project would include the temporary removal of small sections of boundary vegetation. The construction activity is not considered to alter any of the other relevant Suffolk Coast and Heath Indicators relevant to landscape and visual matters. Further information on potential effects to natural heritage should be referred to within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Magnitude for natural heritage features: **Small** Cultural heritage: The construction of the Proposed Project would temporarily displace agricultural land and habitats within the AONB however this would be localised and would not affect the overall diversity of habitat types across the AONB. The construction activity is not considered to alter any of the other relevant Suffolk Coast and Heath Indicators relevant to	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	landscape and visual matters. Further information on potential effects to cultural heritage should be referred to within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Magnitude for cultural heritage: **Negligible** Statutory purpose of the AONB relating to natural beauty indicators: The construction activity affecting the AONB and its setting would be localised and the main activity of the laying of the HVDC cable is not considered to be dissimilar to typical agricultural machinery on arable fields and the seasonal disturbance of soils which is characteristic of arable land. There would be highly localised temporary adverse effects on scenic quality, natural heritage, tranquillity and wildness, both directly and indirectly, due to construction activity including limited vegetation loss. Magnitude on the statutory purpose of the AONB relating to natural beauty indicators: **Small**	
	<u>Operation and Maintenance (Year 1 winter)</u> There would be a very small loss of trees associated with the HVDC corridor, however, the majority of the HVDC corridor would be restored to the former land use. Areas of agricultural land would be restored quickly, whereas hedgerow reinstatement would take comparatively longer to re-establish along with reinstatement of acid grassland. Direct effects would also include occasional vehicle movement along short sections of monitoring access routes.	Effect for landscape quality: **Minor adverse (not significant)** Effect for scenic quality: **Negligible adverse (not significant)** Effect for relative wildness: **No change (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Associated lighting is expected to be limited and it is not expected that this lighting would affect the AONB due to distance and intervening vegetation. The duration of change for all activity would be long-term. The operational Saxmundham Converter Station or Friston Substation (under Friston Scenario 2) are not likely to be perceptible from the AONB. Landscape quality: The small sections of acid grassland that would be displaced to facilitate the construction activity of the Proposed Project within the AONB would be reinstated, including the landfall construction compound. This would take longer compared with other displaced land uses, including arable farmland vegetation. The operational elements of the Proposed Project are not considered to alter any of the other relevant Suffolk Coast and Heath Indicators (see **Application Document 6.3.3.1.B Appendix 3.1.B Landscape Baseline** for Suffolk Coast and Heath indicators throughout). Magnitude for landscape quality: **Small** Scenic quality: The operational Proposed Project would not affect the opportunities for long distance and panoramic views across the AONB and the open landscape between Aldeburgh and Thorpeness. The removal of small sections of boundary features would not affect the general enclosure of farmland as effects would be localised and reinstatement of these features would largely be achievable. Removal of trees and woodland has been avoided where possible as part of the routeing process. There would be no permanent lighting associated	Effect for relative tranquillity: **Negligible adverse (not significant)** Effect for natural heritage features: **Minor adverse (not significant)** Effect for cultural heritage: **Negligible adverse (not significant)** Effect for statutory purpose of AONB relating to natural beauty indicators: **Minor adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	with the Proposed Project within the AONB and whilst there would be limited lighting associated with the Saxmundham Converter Station it is not considered to alter the dark skies of the AONB. The operational elements of the Proposed Project are not considered to alter any of the other relevant Suffolk Coast and Heath Indicators. Magnitude for scenic quality: **Negligible** Relative wildness: The operational Proposed Project is not considered to alter any of the relevant Suffolk Coast and Heath Indicators. Magnitude for relative wildness: **None** Relative tranquillity: The occasional maintenance access within the AONB would have minimal effects on tranquillity. The operational Proposed Project is not considered to alter any of the relevant Suffolk Coast and Heath Indicators. Magnitude for relative tranquillity: **Negligible** Natural heritage features: At the operational phase of the Proposed Project most of the small sections of boundary vegetation that were removed to facilitate the construction would have been reinstated. Although tree loss has been avoided where possible as part of the routeing process, a small number of trees would be permanently lost. The coastline vegetation, including the vegetated shingle, would be unaffected by the Proposed Project. The operational Proposed Project is not considered to alter any of the other relevant Suffolk Coast and Heath Indicators relevant to landscape and visual matters. Further information on potential effects to natural heritage features are provided within **Application**	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity. Magnitude for natural heritage features: **Small** Cultural heritage: The small sections of acid grassland that would be displaced to facilitate the construction activity of the Proposed Project within the AONB would be reinstated. The operational Proposed Project is not considered to alter any of the other relevant Suffolk Coast and Heath Indicators relevant to landscape and visual matters. Further information on potential effects to cultural heritage are provided within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Magnitude for cultural heritage: **Negligible** Statutory purpose of the AONB relating to natural beauty indicators: The operational activity affecting the AONB and its setting would be highly localised. The re-instatement of localised areas of acid grassland would be in the early period of re-establishment at Year 1 of operation and there would be highly localised permanent tree loss however this is considered to be a slight alteration on the overall landscape character. Magnitude on the statutory purpose of the AONB relating to natural beauty indicators: **Small**	
	<u>Operation and Maintenance (Year 15 summer)</u> There would be a very small loss of trees associated with the HVDC corridor, with the majority of the former land use, including acid grassland and hedgerows fully reinstated by	Effect for landscape quality: **Negligible adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Year 15. Direct effects would also include occasional vehicle movement along the short sections of monitoring access routes. The duration of change for all activity would be long-term. The operational Saxmundham Converter Station or Friston Substation (under Friston Scenario 2) are not likely to be perceptible from the AONB. It is considered that the magnitude of effect on all Suffolk Coast and Heath Indicators would be **Negligible** and **None** for Wildness. The magnitude of effect on the statutory purpose of the AONB relating to natural beauty indicators is considered to be **Negligible** as the only direct and indirect changes arising from the Suffolk Onshore Scheme at Year 15 would be highly localised and representing a very slight alteration to the key characteristics of the AONB and its setting.	Effect for scenic quality: **Negligible adverse (not significant)** Effect for relative wildness: **No change (not significant)** Effect for relative tranquillity: **Negligible adverse (not significant)** Effect for natural heritage features: **Negligible adverse (not significant)** Effect for cultural heritage: **Negligible adverse (not significant)** Effect for statutory purpose of AONB relating to natural beauty indicators: **Negligible adverse (not significant)**

2.1.2 Due to the boundary of the Suffolk Heritage Coast covering part of the same onshore spatial area as the Suffolk Coast and Heaths AONB in the landscape and visual study area, it is considered that the landscape sensitivity rating of **very high** is appropriate and similar effects are to be expected at construction and also operation and maintenance.

2.1.3 The Suffolk Heritage Coast also includes an area offshore which would have direct effects at construction due to the presence of a cable laying barge. This would be in the context of occasional large-scale marine vessels out at sea and the presence of offshore wind farms. The landfall construction activity would slightly affect the visual relationship with the predominantly rural coastline, however in a localised geographical area. There would be a temporary displacement on fishing and water-based recreational activities during construction.

2.1.4 It is considered that there would be a **minor adverse (not significant)** effect on the Suffolk Heritage Coast as a result of the Suffolk Onshore Scheme at construction and Year 1 of operation and a **negligible adverse (not significant)** effect on the Suffolk Heritage Coast as a result of the Suffolk Onshore Scheme at Year 15 of operation.

3. Landscape Character

3.1.1 Table 3.1 to Table 3.5 present the assessment of landscape character effects at construction and at operation and maintenance (year 1 and year 15) for Suffolk Coastal Landscape Character Assessment (East Suffolk Council, 2018) (SCLCA) Landscape Character Area (LCA) B4, LCA D4, LCA K3, LCA L1 and LCA O1.

Table 3.1 Assessment of landscape character effects at construction and at operation and maintenance (year 1 and year 15) for SCLCA LCA B4 Fromus Valley

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
Value: **High** Susceptibility: **Medium** The larger-scale field pattern in close proximity to the Proposed Project slightly reduces the susceptibility. There is also infrastructure and built form present, including the B1121, the railway line, and the context of Saxmundham town. The parkland vegetation and pattern are also acknowledged, including near to Hurts Hall, which is susceptible to the type of	<u>Construction</u> There would be direct effects in a localised geographic area of the LCA to the east of the B1121 due to vegetation removal and temporary alteration from arable farmland. There would also be an alteration to the landform associated with the construction of part of the permanent access route from the B1121 through an existing gap in hedgerow vegetation along the B1121 to the Saxmundham Converter Station including construction of the bridge over the River Fromus. There would also be a construction compound located within the large-scale arable field and temporary attenuation ponds. Vegetation removal would include part of a Category C tree group. Temporary hedgerow loss would include part of one historically defined 'Important Hedgerow' (refer to **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**). Such activity would directly change a small part of the distinctive valley system and create a gap in the mature vegetation to the east of the River Fromus.	Effect: **Moderate adverse (significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
development proposed. The distinctive landform of the valley system increases the susceptibility of the LCA.	This would not be entirely uncharacteristic within the LCA, due to existing gaps within the mature vegetation network along the River Fromus. Alteration to landform would include localised cut and fill to enable the construction of the permanent access route.	
Sensitivity: **High**	Such activity would directly change a small part of the distinctive valley system and create a gap in the vegetation network adjacent to the River Fromus. The construction activity would also reduce the tranquillity and increase movement in the localised part of the LCA; however, the existing influence of road and railway infrastructure and presence of steel fabricator industrial built form should be noted. The construction activity, including construction vehicles along the access route, would introduce further movement into part of the LCA with existing influence of vehicle movement along the B1119. The construction activity would have an impact upon the southern rural approach to Saxmundham but would not affect the historic connection between Hurts Hall and St John's Church, Saxmundham. There would be additional direct effects in a localised area of the LCA due to a small section of the HVAC and HVDC cable route and associated temporary attenuation ponds. This would result in the temporary displacement of agricultural land. This would be at a local level and the construction activity would not be dissimilar to agricultural machinery movements, which are a typical characteristic of the landscape. There would be direct effects within a small part of the LCA to the south of the Saxmundham Converter Station due to the construction of the permanent attenuation outfall pipe. This would be located along the edge of an existing field boundary and would result in the temporary displacement of agricultural land which is typical within the LCA.	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Construction traffic would be located in parts of the LCA, including along the B1121 and A12. This is not considered to have an adverse effect on the LCA as these roads have an existing influence from road traffic. PRoW E-491/010/0 would be diverted during the construction phase; however, this is not considered to affect the recreational access. The direct effects of the Proposed Project on the LCA would be localised as the part of the LCA in which the Suffolk Onshore Scheme lies has a degree of separation from smaller-scale parts of the LCA. This is due to intervening vegetation and a difference in the scale of the landscape. There would be effects on the setting of the Hurts Hall parkland landscape near to Hurts Hall due to construction activity in the adjacent LCA relating to the remainder of the permanent access route and Saxmundham Converter Station. There would be a limited effect on the southern setting of the settlement of Saxmundham as well as the setting of Carlton Park locally designated Parks and Gardens of Historic or Landscape Interest, due to intervening vegetation and built form. Associated lighting is expected to be localised to a small part of the LCA in the context of the southern settlement edge of Saxmundham. The duration of change for all activity would be short-term. Construction activity associated with the Friston Substation (under Friston Scenario 2) is not likely to be perceptible from this LCA. Magnitude: **Medium**	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Operation and Maintenance (Year 1 winter) The permanent access route for the Saxmundham Converter Station, River Fromus bridge crossing and permanent attenuation ponds would have a direct impact on the LCA within a localised geographic area. This would result in permanent alteration to the distinctive valley landform and a permanent loss of mature vegetation on the eastern edge of the River Fromus. The bridge would be an incongruent addition in the landscape by introducing uncharacteristic development into the existing rural and unspoilt landscape. The permanent infrastructure would not impact upon the historic relationship between Hurts Hall and St John's Church, Saxmundham on the approach to Saxmundham. The permanent access route would split the large-scale arable field with the addition of new hedgerow and young tree planting. The route of the permanent access road follows a historic field pattern which reduces the effects; refer to **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** for further information. The part of the LCA in which such changes are proposed has existing influence from road and railway infrastructure and the presence of steel fabricator industrial built form, which reduces the magnitude of effect. The HVAC and HVDC cable routes would be fully reinstated to agricultural land at operation. There would be two above ground kiosks within part of the agricultural land in the LCA associated with the underground HVAC cable corridor which would be a very small addition within the LCA. The direct effects of the Proposed Project on the LCA would be localised as the part of the LCA in which the Suffolk Onshore Scheme lies has a degree of separation from smaller-scale parts of the LCA due to intervening vegetation and a difference in the scale of the landscape.	Effect: **Moderate adverse (significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	The operational converter station infrastructure would have perceptual effects on the setting of the parkland landscape near to Hurts Hall. This would be within the context of road and rail infrastructure and industrial built form influencing this part of the LCA, including the busy B1121. Associated lighting at the Saxmundham Converter Station site is not considered to noticeably affect the perceptual quality of the LCA as the lighting would be on for occasional and short periods of time and within the context of the southern settlement edge of Saxmundham. Landscape planting (refer to **Application Document 7.5.7.1 Figure 1 Saxmundham Converter Station Outline Landscape Mitigation**) along the permanent access route, around the River Fromus bridge crossing, and to the west of the Saxmundham Converter Station, would consist of whips therefore at Year 1 of operation this would not materially contribute to the landscape character. The duration of change for all activity would be long-term. The operational Friston Substation (under Friston Scenario 2) would not be perceptible from this LCA. Magnitude: **Medium**	
	<u>Operation and Maintenance (Year 15 summer)</u> The permanent access route for the Saxmundham Converter Station, River Fromus bridge crossing, permanent attenuation ponds and above ground kiosks would continue to have a direct impact on the LCA and the effects would remain to be on a localised part of the LCA.	Effect: **Minor adverse** (not significant)

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Landscape planting (refer to **Application Document 7.5.7.1 Figure 1 Saxmundham Converter Station Outline Landscape Mitigation**) associated with the permanent access route and around the River Fromus bridge would have matured. This would help integrate the bridge into the landscape and create new green infrastructure links and assist in partially restoring the permanent gap in the vegetation along the River Fromus. Landscape planting in the adjacent LCA on the western and southern edge of the Saxmundham Converter Station would create some separation between the LCA and the permanent infrastructure of the Saxmundham Converter Station. The duration of change for all activity would be long-term. The operational Friston Substation (under Friston Scenario 2) would not be perceptible from this LCA. Magnitude: **Small**	

Table 3.2 Assessment of landscape character effects at construction and at operation and maintenance (year 1 and year 15) for SCLCA LCA D4 Thorpeness to Aldeburgh

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
Value: **Very high** Susceptibility: **Very high**	<u>Construction</u> The open coastal landscape and vegetated shingle between Aldeburgh and Thorpeness within the LCA would be unaffected by the construction of the landfall as a trenchless crossing technique would be used beneath the coastal	Effect: **Minor adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
Despite the large-scale, open landscape, the coastal landscape and associated vegetation are more susceptible to accommodate the type of development. Sensitivity: **Very high**	landscape for the entirety of the LCA. The eastern extent of the landfall construction compound, construction access, and a temporary infiltration pond would be located within a very small part of the LCA and would result in a temporary displacement of acid grassland. There would be no vegetation loss within the LCA. Indirect effects on the LCA are considered to be associated with intervisibility of the cable laying barge out at sea and activity at the landfall including the use of a temporary drilling rig which would temporarily adversely affect the tranquillity in a localised part of the LCA. Due to a lack of inter-visibility from intervening vegetation and built form, perceptual effects from construction activity associated with the remainder of the Proposed Project, including the HVDC cable route, would be barely perceptible. Associated lighting is expected to be localised in a very small part on the edge of the LCA and would be temporary. The duration of change for all activity would be short-term. Construction activity associated with the Saxmundham Converter Station and Friston Substation (under Friston Scenario 2) are not likely to be perceptible from this LCA. Magnitude: **Small**	
	<u>Operation and Maintenance (Year 1 winter)</u> There would be reinstatement of the small amount of acid grassland temporarily lost due to the landfall construction compound which would be in its early period of re-establishment at Year 1 of operation. Direct effects would	Effect: **Negligible adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	also include the occasional vehicle movement along short sections of monitoring access routes. Due to a lack of inter-visibility from intervening vegetation and built form, perceptual effects from the operational infrastructure associated with the Proposed Project and reinstatement of the HVDC cable route would be barely perceptible. Associated lighting (controlled manually as required during periods of low light or darkness) is expected to be limited and it is not expected that this lighting would affect the LCA due to distance and intervening vegetation. The duration of change for all activity would be long-term. The operational Saxmundham Converter Station and Friston Substation (under Friston Scenario 2) would not be perceptible from this LCA and therefore does not alter the magnitude. Magnitude: **Negligible**	
	<u>Operation and Maintenance (Year 15 summer)</u> The small area of acid grassland would be reinstated and there would continue to be short sections of monitoring access routes with occasional vehicle movement along them which is considered to not be dissimilar to existing agricultural activity in the LCA. The duration of change for all activity would be long-term.	Effect: **No change (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	The operational Saxmundham Converter Station or Friston Substation (under Friston Scenario 2) are not likely to be perceptible from the AONB. Magnitude: **None**	

Table 3.3 Assessment of landscape character effects at construction and at operation and maintenance (year 1 and year 15) for SCLCA LCA K3 Aldringham and Friston Sandlands

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
Value: **Very high** Susceptibility: **High** Whilst parts of the landscape comprise large-scale field enclosures, the flat, gently rolling farmland interspersed with varied vegetation is more susceptible to the proposed type of development. The presence of the existing overhead line lowers the susceptibility. Sensitivity: **Very high**	<u>Construction (Friston Scenario 1)</u> There would be direct effects across a localised geographic area within the LCA associated with the laying of HVDC cables and a very small section of HVAC cables, including temporary displacement of predominantly arable land, vegetation removal, temporary infiltration and attenuation pond and outfall, construction compounds, construction access along the cable route and the temporary drilling rig at the landfall. Other land uses with small-scale, temporary displacement include the golf course on the northern edge of Aldeburgh and acid grassland closer to the coastline within the Suffolk Coast and Heaths AONB. The HVAC and HVDC cable routes would result in the temporary removal of field boundary vegetation, where the routeing has been unable to avoid such vegetation. In terms of tree loss this would include one Category A tree and part of one Category A woodland to the north of Aldeburgh Golf Club individual trees and tree groups to the west of Leiston Road (B1122) including one Category A tree and the remainder Category B or C and Category B and	Effect (Friston Scenarios 1 and 2): **Minor adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	C trees and groups of trees to the east of Leiston Road (B1122). There would also be a Category A tree removed to the north of Church Road in Friston to facilitate an infiltration outfall pipe and part of a Category A woodland off the A1904. Temporary hedgerow loss would include part of two ecologically defined 'Important Hedgerows' (refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** for further information) and part of 10 historically defined 'Important Hedgerows' (refer to **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**). The direct effects of the Proposed Project on the LCA would be localised in geographical extent due to the nature of the layered vegetation in the flat landscape which generally limits intervisibility. The construction activity associated with the HVDC and HVAC cable corridors is considered less of an alteration to this landscape receptor due to the predominantly agricultural nature of the landscape within which the presence of large machinery and the seasonal disturbance of soils are characteristic. The temporary loss of 12 'Important Hedgerows' identified for ecological and historical reasons would affect the landscape pattern and biodiversity, albeit noting existing hedgerow loss within the LCA. The localised temporary loss of acid grassland would be a slight alteration to the landscape receptor. There would be a temporary alteration to recreational access across the LCA, including one temporary effect to a long-distance footpath. Such changes to the LCA are within the context of the prominent OHL infrastructure, which reduces the change to the character of the landscape. The tie in works at Friston Substation and removal of small parts of the consented SPR landscape planting to facilitate cable laying are not considered to be perceptible within this LCA.	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	PRoW E-260/013/A, E-260/017/0, E-354/002/0, E-103/016/0 and E-354/006/0 (Friston Scenario 1) would be temporarily diverted during the construction phase; however, this is not considered to affect the recreational access. Associated lighting is expected to be localised to small parts of the LCA and would be temporary. The duration of change for all activity would be short-term. Construction activity associated with the Saxmundham Converter Station is not likely to be perceptible from the LCA other than potential intervisibility with tall construction plant. <u>Construction (Friston Scenario 2)</u> In addition to the above there would be adverse effects on this LCA from the works to Friston Substation. This would include direct effects arising from works to the OHL including temporary towers and would include the loss of part of one ecologically defined 'Important Hedgerow' (refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** for further information). The works would also include tree loss including a Category A tree and Category B tree to facilitate the access road off the B1121. There would also be indirect perceptual effects predominantly associated with the construction at the Friston Substation and the remainder of the HVAC cable route which lies beyond the LCA. This would affect the tranquillity and scenic quality on the edge of the LCA, however noting the existing towers and OHL network which currently reduce such aesthetic qualities. The effects would be on a small part with a small geographic extent of change due to the mature vegetation in the local landscape limiting the influence.	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Magnitude (Friston Scenarios 1 and 2): **Small**	
	Operation and Maintenance (Year 1 winter) (Friston Scenario 1) There would be a very small loss of trees associated with the HVDC corridor, however, the majority of the HVDC corridor would be restored to the former land use immediately following construction. Areas of agricultural land would be restored quickly, whereas hedgerow reinstatement would take comparatively longer to re-establish. Direct effects would also include occasional vehicle movement along short sections of monitoring access routes and a permanent attenuation pond. The direct effects of the Proposed Project on the LCA would be localised due to the nature of the layered vegetation in the flat landscape which generally limits intervisibility. It should be noted that any reinstatement of acid grassland within the Suffolk Coast and Heaths AONB, either associated with the HVDC cable route or construction compounds, would take longer than other arable farmland within the LCA. This would be localised and would be a slight alteration on the overall landscape character. The tie in works at Friston Substation and reinstatement of small parts of the consented SPR landscape planting removed to facilitate cable laying are not considered to be perceptible from this LCA. PRoW E-354/006/0 (Friston Scenario 1) would be permanently diverted; however, this is not considered to affect recreational access. Associated lighting (controlled manually as required during periods of low light or darkness) is not expected to affect the perceptual qualities of the LCA due to intervening vegetation and built form.	Effect: (Friston Scenarios 1 and 2): **Minor adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	The duration of change for all activity would be long-term. The operational Saxmundham Converter Station is not likely to be perceptible from the LCA. <u>Operation and Maintenance (Year 1 winter) (Friston Scenario 2)</u> In addition to the above there would be effects on this LCA from the works to Friston Substation including the permanent loss of part of one ecologically defined 'Important Hedgerow' (refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity for further information**). The direct effects on the OHL would be minimal due to the existing context of the OHL network. Landscape planting (refer to **Application Document 7.5.7.1 Figure 5 Friston Substation Outline Landscape Mitigation**) associated with the Friston Substation includes hedgerow and tree whips on the edge of the LCA to the north of Friston. There would also be further landscape planting associated with the Friston Substation in the adjacent LCA. At Year 1 of operation this would not materially contribute to the landscape character. Magnitude (Friston Scenarios 1 and 2): **Small**	
	<u>Operation and Maintenance (Year 15 summer) (Friston Scenario 1)</u> There would be a very small loss of trees associated with the HVDC corridor, with the majority of the former land use and hedgerows fully reinstated by Year 15. Direct effects would also include occasional vehicle movement along short sections of monitoring access routes and the presence of a permanent attenuation pond.	Effect: (Friston Scenarios 1 and 2): **Negligible adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	The tie in works at Friston Substation and reinstatement of small parts of the consented SPR landscape planting removed to facilitate cable laying are not considered to be perceptible from this LCA. The duration of change for all activity would be long-term. The operational Saxmundham Converter Station is not likely to be perceptible from the LCA. <u>Operation and Maintenance (Year 15 summer) (Friston Scenario 2)</u> In addition to the above the indirect and direct effects associated with the Friston Substation would continue to be on a small part of the edge of the LCA within a small geographic extent of change due to the mature vegetation in the local landscape limiting the influence. Landscape planting (refer to **Application Document 7.5.7.1 Figure 5 Friston Substation Outline Landscape Mitigation**) associated with the Friston Substation includes hedgerow and tree planting on the edge of the LCA to the north of Friston. This would enhance and strengthen the existing green infrastructure in this part of the landscape. There would also be further landscape planting associated with the Friston Substation in the adjacent LCA which would enhance the scenic quality of the LCA due to new woodland planting and would create some separation between the LCA and the new infrastructure. Magnitude (Friston Scenarios 1 and 2): **Negligible**	

Table 3.4 Assessment of landscape character effects at construction and at operation and maintenance (year 1 and year 15) for SCLCA LCA L1 Heveningham and Knodishall Estate Claylands

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
Value: **Medium** Susceptibility: **Medium** The typically large-scale field pattern is considered to have some ability to accommodate this type of development. The large industrial buildings with a negative impact reduce the susceptibility. The woodland blocks and layered vegetation in the wider landscape have the ability to create a vegetated backcloth to development, however noting that the infrastructure would also be likely to break the skyline. The landform is relatively level, which would result in less landform interventions, but also noting the potential for perceptual effects due to the flat landform. Sensitivity: **Medium**	<u>Construction (Friston Scenario 1)</u> There would be direct effects in a localised geographic area of the LCA associated with the construction of the Saxmundham Converter Station, part of the permanent access route and HVAC and HVDC cable routes. This would involve a temporary attenuation pond adjacent to the B1119 and outfall pipe, construction compound, construction access, vegetation removal, alteration to the landform associated with the construction of part of the permanent access route from the B1121 and earthworks associated with the Saxmundham Converter Station and construction compounds. Vegetation removal would include hedgerow and a Category C tree to the south of Wood Farm and part of two Category C tree groups and a hedgerow to the east of the Saxmundham Converter Station as the HVDC and HVAC cable route passes through the LCA where routeing has been unable to avoid such vegetation. Temporary hedgerow loss would include part of three ecologically defined 'Important Hedgerows' (refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity for further information**) and part of five historically defined 'Important Hedgerows' (refer to **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**). The construction activity would involve the temporary displacement of predominantly arable farmland, which is typical in the LCA. Construction activity would be within an agricultural landscape characterised by the presence of large machinery and within which the seasonal disturbance of soils is characteristic. Although this would lessen the impact, it would remain a large and notable alteration in the locality. The temporary loss of eight 'Important Hedgerows' identified for ecological and historic reasons therefore	Effect: (Friston Scenario 1 and 2): **Moderate adverse (significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	affecting the landscape pattern and biodiversity, albeit noting existing hedgerow fragmentation within the LCA. Such activity, including construction vehicles in the locality and the presence of a construction compound, would directly impact on the rural nature of the LCA due to the intrusion of large-scale construction activity. However, the part of the LCA that this activity is taking place has existing influences from the busy road network including the B1119, the existing towers and OHL, large-scale agricultural buildings and land uses such as Christmas Tree plantation, which are not typical of the arable farmland characteristic across the wider LCA. The perceptual qualities of the wider LCA would be largely unaffected by the construction activity associated with Sea Link. This is due to the flat landform and layered vegetation network resulting in limitations to perceptual change across the wider landscape. The Sea Link tie in works at Friston Substation would be limited to fit out works internal to the fenced compound and would occur within part of the landscape already influenced by the recent construction of the Substation. This would result in minimal effects to the key characteristics of the LCA in the future baseline. The Sea Link tie in works would remove small areas of landscape mitigation planting implemented by SPR to facilitate cable laying, however this would be in limited areas and would generally comprise young vegetation. There would also be small areas of more established vegetation removed which would result in gaps and breaks in the planting. Whilst there are some breaks in hedgerow vegetation in the baseline, this would result in breaks in woodland areas, which is uncharacteristic within the LCA.	

PRoW E-491/006/0 and E-491/005/0 would be diverted during the construction phase; however, this is not considered to affect the recreational access.

Associated lighting is expected to be localised in parts of the LCA, largely associated with the construction compounds, in the context of the southern settlement edge of Saxmundham.

The duration of change for all activity would be short-term.

Construction (Friston Scenario 2)

In addition to the above, the Friston Substation would be constructed directly within the LCA. This would include earthworks, construction compounds, construction access, works to the OHL including temporary towers, vegetation removal and temporary attenuation ponds. This would affect the rural nature of the LCA and there would be localised effects on the perceptual qualities such as relative tranquillity and scenic quality. There would also be the loss of part of one ecologically defined 'Important Hedgerow' (refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity for further information**).

The construction activity associated with Friston Substation, including the restringing of the existing OHL, would result in a direct effect on a very small part of the LCA. This would remain to be a small geographic area overall on the edge of the LCA due to the flat landform and layered vegetation network resulting in limitations to perceptual change across the wider landscape and within part of the LCA already influenced by the existing OHL and towers, which lessens the magnitude of change.

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Magnitude (Friston Scenario 1 and 2): **Large**	
	Operation and Maintenance (Year 1 winter) (Friston Scenario 1) The Saxmundham Converter Station, permanent access route and permanent attenuation pond would have a direct impact on the LCA within a localised geographic area. This would permanently displace part of the large-scale arable fields, which are a key characteristic of the LCA but typical across the LCA, and would introduce large-scale, uncharacteristic energy infrastructure in the local landscape. Direct effects would also include occasional vehicle movement along sections of monitoring access routes in which activity would be similar to the presence of agricultural vehicles which are a typical characteristic of the landscape. The new hardstanding along the field boundaries to facilitate such access is not considered to be uncharacteristic in the local agricultural landscape. The HVAC and HVDC cable routes would be fully reinstated to agricultural land at operation. There would be a very small permanent loss of trees; however, most of the land use and hedgerows would be reinstated immediately following construction, noting that hedgerow planting would take comparatively longer to re-establish. There would be above ground kiosks within part of the agricultural land in the LCA associated with the underground HVAC cable corridor which would be a very small addition within the LCA. The permanent infrastructure within the LCA would be located in a part of the LCA which is already influenced by the existing towers and OHL, the busy B1119, large-scale agricultural buildings and land uses not typical of the arable farmland typically present across the LCA, including Christmas Tree plantation, which would reduce the magnitude of change.	Effect: (Friston Scenario 1 and 2): **Moderate adverse (significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	The flat landform and layered vegetation network would limit widespread perceptual change across the LCA therefore the wider LCA would be largely unaffected by the operational changes and the perceptual qualities would remain largely unaffected. The Sea Link tie in works at Friston Substation would not be discernible at operation. The reinstatement of the small parts of the consented SPR landscape planting previously removed at construction, would be limited to whips so is not considered likely to affect the landscape character at year 1. PRoW E-491/005/0 would be permanently diverted; however, this is not considered to affect the recreational access as this is re-provided, albeit on a differing route. Associated lighting at the Saxmundham Converter Station site is not considered to noticeably affect the perceptual quality of the LCA as the lighting would be on for occasional and short periods of time and within the context of the southern settlement edge of Saxmundham. The duration of change for all activity would be long-term. Landscape planting (refer to **Application Document 7.5.7.1 Figure 1 Saxmundham Converter Station Outline Landscape Mitigation**) along the permanent access route and around the Saxmundham Converter Station on bunding would consist of whips therefore at Year 1 of operation this would not materially contribute to the landscape character. <u>Operation and Maintenance (Year 1 winter) (Friston Scenario 2)</u> In addition to the above the permanent infrastructure at Friston Substation would result in a localised increase in energy infrastructure which is not	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	present currently in the rural land use of the LCA. The change would also include the permanent loss of part of one ecologically defined 'Important Hedgerow' (refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity for further information**). The changes would occupy a small section within the edge of the overall LCA which is partially influenced by detracting features such as the existing OHL and towers, which would slightly lessen the magnitude of change, and therefore key characteristics across the LCA would largely remain intact. The geographic extent of change would be lessened due to the flat landform and layered vegetation network resulting in limitations to perceptual change across the wider landscape. Landscape planting (refer to **Application Document 7.5.7.1 Figure 5 Friston Substation Outline Landscape Mitigation**) around the Friston Substation on bunding would consist of whips; therefore, at Year 1 of operation this would not materially contribute to the landscape character. Magnitude (Friston Scenario 1 and 2): **Large**	
	<u>Operation and Maintenance (Year 15 summer) (Friston Scenario 1)</u> The Saxmundham Converter Station, permanent access route for the Saxmundham Converter Station, permanent attenuation pond and permanent monitoring accesses would continue to have a direct impact on the LCA within a localised geographic area. The reinstatement planting along the HVAC and HVDC cable corridors would have established, thereby filling in gaps in the vegetation network in the consented SPR landscape planting.	Effect: **Moderate adverse (significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Landscape planting (refer to **Application Document 7.5.7.1 Figure 1 Saxmundham Converter Station Outline Landscape Mitigation**) associated with the permanent access route and around the Saxmundham Converter Station on bunding would have matured and would provide a degree of partial screening and landscape integration. This woodland planting would reinstate former woodland blocks on the Saxmundham Converter Station site, which were removed to facilitate large-scale arable farmland and are characteristic in the local landscape. The planting would assist in partly closing a gap in the mature vegetation network to the west of the Saxmundham Converter Station, noting that a small permanent gap would remain to facilitate the permanent access route. The planting would also increase biodiversity through native planting and integration into the wider, currently fragmented, green infrastructure network. The landscape planting would provide a degree of partial screening and landscape integration within the immediate landscape context. However, the scale and nature of the Suffolk Onshore Scheme within a localised area of the LCA would be a large alteration to the key characteristics of the LCA, including the deeply rural character and the little intrusion from modern development. Due to the location of the Saxmundham Converter Station set back from the B1119, by Year 15 it is considered that there would be only a slight alteration to the setting of the settlement of Saxmundham. The duration of change for all activity would be long-term. <u>Operation and Maintenance (Year 15 summer) Friston Scenario 2</u> In addition to the above the permanent infrastructure at Friston substation would continue to result in a localised increase in large-scale energy infrastructure which is not present currently. However, this would be limited to a small and relatively localised section of the overall LCA which is influenced by detracting features such as the existing OHL, noting that the substation	

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	would locally increase the influence of electrical infrastructure within a predominantly agricultural and wooded setting. Landscape planting (refer to **Application Document 7.5.7.1 Figure 5 Friston Substation Outline Landscape Mitigation**) around the Friston Substation on bunding would consist of native planting which would contribute to the landscape integration within the immediate landscape context. Magnitude (Friston Scenarios 1 and 2): **Large**	

Table 3.5 Assessment of landscape character effects at construction and at operation and maintenance (year 1 and year 15) for SCLCA LCA O1 Benhall Estate Sandlands

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
Value: **High** Susceptibility: **Medium** The vegetation network within the LCA, comprising tree cover with parkland, hedgerow and woodland in the part of the LCA near to the Proposed Project, increases the susceptibility. The distinctive valley slopes also increase	<u>Construction</u> There would be no direct effects arising from the Proposed Project on the LCA at construction. Construction traffic would be located in parts of the LCA, including along the A12. This is not considered to have an adverse effect on the LCA as these roads have existing influence from road traffic. There would be indirect effects on the LCA due to construction activity to the east of the B1121 in the adjacent LCA associated with the permanent access road and bridge over the River Fromus, as well as more distant influence	Effect: **Minor adverse (not significant)**

susceptibility. The presence of busy road and railway corridors reduce the susceptibility to the type of development proposed. Sensitivity: **High**	arising from the construction of the Saxmundham converter station further to the east. The construction plant and activity would displace some of the otherwise agricultural landscape surrounding the LCA and would result in removal of vegetation that forms part of the well vegetated setting of the LCA. Tranquillity would be reduced in part of the LCA due to construction noise. It should be noted that the part of the LCA that this would be affected has existing influence from road and railway routes, therefore lessening the impact of reduced tranquillity. The part of the LCA affected is somewhat separated from the remainder of the LCA due the A12 corridor, therefore the geographic area of perceptual changes experienced would be localised. Associated lighting is expected to be localised and any effects on the perceptual qualities of the LCA would be within the context of the southern settlement edge of Saxmundham. The duration of change for all activity would be short-term. Construction activity associated with the Friston Substation (under Friston Scenario 2) is not likely to be perceptible from this LCA. Magnitude: **Small**	
	<u>Operation and Maintenance (Year 1 winter)</u> There would be no direct effects arising from the Proposed Project on the LCA at operation year 1. There would be indirect effects on the LCA associated with the permanent infrastructure to the east of the B1121, including the permanent access road, River Fromus bridge, and Saxmundham Converter Station. The infrastructure would displace some of the otherwise agricultural landscape surrounding a small part of the LCA and would result in removal of vegetation that forms part	Effect: **Minor adverse (not significant)**

of the well vegetated setting of the LCA. There would also be occasional movement of vehicles along the permanent access road. It should be noted that the part of the LCA that this would affect has existing influence from road and railway routes, therefore lessening the impact of movement. The part of the LCA affected is somewhat separated from the remainder of the LCA due to the A12 corridor, therefore the geographic area of perceptual changes experienced would be localised. Associated lighting (controlled manually as required during periods of low light or darkness) is expected to be limited and it is not expected that this lighting would affect the LCA due to distance and intervening vegetation. Landscape planting (refer to **Application Document 7.5.7.1 Figure 1 Saxmundham Converter Station Outline Landscape Mitigation**) along the permanent access route, around the River Fromus bridge crossing, and to the west of the Saxmundham Converter Station, would consist of whips therefore at year 1 of operation this would not materially contribute to the landscape character of the surrounding landscape. The duration of change for all activity would be long-term. The operational Friston Substation (under Friston Scenario 2) would not be perceptible from this LCA and therefore does not alter the magnitude. Magnitude: **Small**	
<u>Operation and Maintenance (Year 15 summer)</u> There would be no direct effects arising from the Proposed Project on the LCA at operation Year 15.	Effect: **Negligible adverse (not significant)**

The indirect effects on a localised part of the LCA associated with the permanent infrastructure would remain. However, the landscape planting (refer to **Application Document 7.5.7.1 Figure 1 Saxmundham Converter Station Outline Landscape Mitigation**) associated with the permanent access route, around the River Fromus bridge, and to the west of the Saxmundham Converter Station, would have matured which would contribute towards the well vegetated setting of the LCA.

The duration of change for all activity would be long-term.

The operational Friston Substation (under Friston Scenario 2) would not be perceptible from this LCA and therefore does not alter the magnitude.

Magnitude: **Negligible**

4. Seascape Character

4.1.1 Table 4.1 presents the assessment of seascape character effects at construction and at operation and maintenance (Year 1 and Year 15) for Seascape Character Assessment of Suffolk, South Norfolk and North Essex (SCASNE) (Suffolk County Council, 2018) Seascape Character Type (SCT) 03. Whilst the defined boundary of SCT 03 stops at the high tide mark, the assessment also takes into the consideration the interface between marine and terrestrial areas.

Table 4.1 Assessment of seascape character effects at construction and at operation and maintenance (year 1 and year 15) for SCASNE SCT 03 Nearshore Waters

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
Value: **High** Susceptibility: **Medium** The large-scale seascape has the ability to accommodate the type of development. Sensitivity: **High**	<u>Construction</u> There would be direct effects within a very localised geographic area of the expansive seascape due to the temporary presence of the cable laying barge. There would be indirect effects arising from the landfall construction activity onshore. The direct effects would be in the context of occasional large-scale marine vessels out at sea and the presence of offshore wind farms. The seascape surrounding Sizewell to the north, would be unaffected by the cable and landfall operations due to the very limited inter-visibility and the presence of large-scale infrastructure including structures in the water. Further south, there is also a lack of inter-visibility due to the built form within Aldeburgh. The landfall construction activity would slightly affect the visual relationship with the predominantly rural coastline, however in a localised geographical area.	Effect: **Negligible adverse (not significant)**

Landscape Sensitivity	Magnitude of Effect	Significance of Effect
	Due to a lack of inter-visibility from intervening vegetation and built form, perceptual effects from construction activity associated with the remainder of the Proposed Project would be barely perceptible. The duration of change for all activity would be short-term. Associated lighting is expected to be localised and would have limited perceptual effects on the SCT due to intervening vegetation and landform. Construction activity associated with the Saxmundham Converter Station and Friston Substation (under Friston Scenario 2) are not likely to be perceptible from this LCA. Magnitude: **Negligible**	
	<u>Operation and Maintenance (Year 1 winter)</u> There would be no change to the landscape receptor at operation. Magnitude: **None**	Effect: **No change (not significant)**
	<u>Operation and Maintenance (Year 15 summer)</u> There would be no change to the landscape receptor at operation. Magnitude: **None**	Effect: **No change (not significant)**

References

East Suffolk Council. (2018). *Suffolk Coastal Landscape Character Assessment.* Retrieved October 23, 2024, from https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/SCDC-Landscape-Character-Assessment.pdf

Suffolk County Council. (2018). *Seascape Character Assessment: Suffolk, South Norfolk & North Essex.* Retrieved October 23, 2024, from https://www.suffolklandscape.org.uk/wp-content/uploads/2020/08/Part1_5997_Assessment_V1_10_Issue_web.pdf

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National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com