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Annex A Viewpoint Assessment

13. Visual Baseline and Assessment

13.1 Introduction

13.1.1 This appendix has been produced to support Chapter 13: Landscape and Visual (document reference 6.13) of the Environment Statement (ES) (Volume 6 of the DCO application) for Norwich to Tilbury (the 'Project'). This appendix describes the extent of theoretical visibility of the Project within the Study Area. It provides an assessment of effects on visual receptors (people) within Visual Receptor Areas (VRAs) during construction and operation (and maintenance). The Study Area is 3 km from the Project Limits of Deviation (LoD). This comprises a lateral LoD from the proposed overhead line and underground cable, and a lateral / longitudinal LoD from proposed substations, substation extensions and Cable Sealing End (CSE) compounds.

13.1.2 The assessment of effects on visual receptors at representative viewpoints during construction and operation (and maintenance) is set out in Annex A. The following information is provided for each viewpoint:

- Viewpoint location map and aerial photograph
- Notes on viewpoint location and reasons for selection
- Description of visual baseline and sensitivity of receptor
- Description of effects during construction, at Operation Year 1 and Operation Year 15
- Baseline photography and visualisations (wirelines or photomontages) in 90 degree sections.

13.2 Visual Baseline

Analysis of Visibility of the Project

13.2.1 The Zone of Theoretical Visibility (ZTV) maps in Figures 13.8 to 13.19 (document reference 6.13.F8 to 6.13.F19) show theoretical visibility of different elements of the Project up to a distance of 5 km, and illustrate the following:

- Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) – heat mapping to show numbers of structures theoretically visible (within 10 km in each direction)
- Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) – mapping to illustrate proportions of structures theoretically visible, based on full pylon (100%), top half of pylon (50%) and top of pylon (10%)
- Figure 13.10: ZTV of Bramford Substation Extension (document reference 6.13.F10) - mapping to illustrate the proportions of the substation extension theoretically visible based on full height (100% visibility of substation extension to

the ground), top half of the substation extension (50%) and top part of the substation extension (10%)

- Figure 13.11: ZTV of Wenham Grove CSE Compound (document reference 6.13.F11) - mapping to illustrate proportions of gantries theoretically visible (being tallest elements of the CSE compound), based on full height of gantry (100% visibility of full CSE compound to the ground) top half of gantry (50%) and top part of the gantry (10%)
- Figure 13.12: ZTV of East Anglia Connection Node (EACN) (document reference 6.13.F12) – mapping to illustrate the proportions of the substation theoretically visible based on full height (100% visibility of substation to the ground), top half of the substation (50%) and top part of the substation (10%)
- Figure 13.13: ZTV of Great Horkesley (EACN side) CSE Compound (document reference 6.13.F13) - mapping to illustrate proportions of gantries theoretically visible (being tallest elements of the CSE compound), based on full height of gantry (100% visibility of full CSE compound to the ground) top half of gantry (50%) and top part of the gantry (10%)
- Figure 13.14: ZTV of Great Horkesley (Tilbury side) CSE Compound (document reference 6.13.F14) - mapping to illustrate proportions of gantries theoretically visible (being tallest elements of the CSE compound), based on full height of gantry (100% visibility of full CSE compound to the ground) top half of gantry (50%) and top part of the gantry (10%)
- Figure 13.15: ZTV of Fairstead (EACN side) and Fairstead (Tilbury side) CSE Compounds (document reference 6.13.F15) - mapping to illustrate proportions of gantries theoretically visible (being tallest elements of the CSE compound), based on full height of gantry (100% visibility of full CSE compound to the ground) top half of gantry (50%) and top part of the gantry (10%)
- Figure 13.16: ZTV of Tilbury North Substation (document reference 6.13.F16) - mapping to illustrate the proportions of the substation theoretically visible based on full height (100% visibility of substation to the ground), top half of the substation (50%) and top part of the substation (10%)
- Figure 13.17: ZTV of Tilbury North (Warley side) CSE Compound (document reference 6.13.F17) - mapping to illustrate proportions of gantries theoretically visible (being tallest elements of the CSE compound), based on full height of gantry (100% visibility of full CSE compound to the ground) top half of gantry (50%) and top part of the gantry (10%)
- Figure 13.18: ZTV of Tilbury North (Tilbury side) CSE Compound (document reference 6.13.F18) - mapping to illustrate proportions of gantries theoretically visible (being tallest elements of the CSE compound), based on full height of gantry (100% visibility of full CSE compound to the ground) top half of gantry (50%) and top part of the gantry (10%)
- Figure 13.19: ZTV within Dedham Vale National Landscape (document reference 6.13.F19) – heat mapping to show numbers of structures theoretically visible (within 10 km in each direction) within the National Landscape.

13.2.2 The Project has also been sub-divided into eight geographical sections for reader accessibility, based largely on Local Planning Authority boundaries. These are shown

on Figure 13.1: LVIA Study Area and Landscape Designations (document reference 6.13.F1) and comprise:

- Section A - South Norfolk Council
- Section B - Mid Suffolk District Council
- Section C - Babergh District Council, Colchester City Council and Tendring District Council
- Section D - Colchester City Council
- Section E - Braintree District Council
- Section F - Chelmsford City Council and Brentwood Borough Council
- Section G - Basildon Borough Council and Brentwood Borough Council (and part of Chelmsford City Council)
- Section H - Thurrock Council.

13.2.3 The ZTV maps are described below, with reference to the Project sections in which they are located.

Section A - South Norfolk Council

13.2.4 Section A is located broadly between Norwich and Diss, and comprises an undulating plateau dissected by the valleys of major rivers and their tributaries, including the River Yare, River Tas and River Waveney. As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), the ZTV indicates widespread theoretical visibility of the proposed overhead line within the 3 km Study Area in Section A. This includes theoretical visibility from the fringes of settlements including Stoke Holy Cross, Mulbarton, Ashwellthorpe, Tacolneston, Forncett End, Bunwell, Shelfanger, Roydon and Diss. There is theoretical visibility from the Public Right of Way (PRoW) network and parts of the Boudicca Way long distance path, which weaves in and out of the Study Area. There is theoretical visibility from the road network, including parts of the A47, A140 and A1066. There is no theoretical visibility from some of the valleys due to the intervening topography and/or woodland. This includes parts of the Yare Valley and its tributary, and parts of the Tas Valley. There is limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including parts of Stoke Holy Cross, Mulbarton, Newton Flotman and Diss.

13.2.5 As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), there would be theoretical visibility of up to 70 pylons from the more elevated parts of the Study Area, including at Forncett St Peter, Goose Green and Tibenham Airfield. Theoretical visibility of numbers of pylons would typically decrease in the north of the Study Area, particularly within the Yare Valley and Tas Valley. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.6 Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) indicates there would be theoretical visibility of one or more pylons from ground level to tip from most of the Study Area. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). This would reduce perceptibility of the

Project. The ZTV map indicates that visibility would reduce to the top half or the tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV). Where valley landforms are present, such as along the Yare Valley, Tas Valley and Waveney Valley, the proportion of pylons visible would decrease.

Section B - Mid Suffolk District Council

13.2.7 Section B is located broadly between Diss in the north and Ipswich to the south-east. The landscape is a gently undulating farmed plateau crossed by the valleys of major rivers and their tributaries, including the River Waveney and the River Gipping. As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), the ZTV indicates relatively widespread theoretical visibility of the proposed overhead line within the 3 km Study Area in Section B. This includes theoretical visibility from parts of settlements including Wortham, Mellis, Gislingham, Finningham, Stowupland, Stowmarket, Needham Market, Somersham and Offton. There is theoretical visibility from the PRoW network, including parts of the Angles Way, Mid Suffolk Footpath and Middy Railway Footpath long distance paths, and parts of the National Cycle Network (NCN) including NCN 30 and NCN 51. There is theoretical visibility from the road network, including parts of the A143, A140, A14, A1308 and A1120. There is no theoretical visibility from parts of some settlements due to buildings that would screen and filter views towards the Project, including parts of Mendlesham, Old Newton and large areas of Stowmarket, Needham Market and Bramford. There is limited theoretical visibility from some areas due to intervening topography, including along parts of the Gipping Valley. Woodland would screen views in some locations, including from parts of Thornham Park.

13.2.8 As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), there would be theoretical visibility of up to 80 pylons from the more elevated parts of the Study Area including to the east of Creeting St Mary, at Ringshall Stocks and Greenstreet Green. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across Section B, including parts of the Waveney Valley, Gipping Valley, Wattisham Watercourse and Somersham Watercourse. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.9 Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the Study Area. There would be no visibility of pylons from parts of the Study Area, most notably within the larger settlements where buildings would screen views towards the Project. This includes parts of Stowmarket, Needham Market, Bramford and Ipswich. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). This would reduce perceptibility of the Project. The ZTV map indicates that visibility would reduce to the top half or the tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV) including areas around the Waveney Valley and Gipping Valley and at the wooded Thornham Park.

13.2.10 Figure 13.10: ZTV of Bramford Substation Extension (document reference 6.13.F10) indicates that theoretical visibility of Bramford Substation Extension would be relatively widespread within 1 km, and more intermittent between 1 km and 3 km. Theoretical visibility is indicated from parts of settlements including Flowton, Burstall

and Hintlesham. Theoretical visibility is indicated from parts of the road network including the A14. Visibility of Bramford Substation Extension would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

Section C - Babergh District Council, Colchester City Council and Tendring District Council

13.2.11 Section C is located broadly between Ipswich in the north-east and Colchester in the south, and comprises a gently rolling landscape, dissected by major rivers and their tributaries including the River Gipping and the River Stour, the latter of which lies at the heart of Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB)). As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), the ZTV indicates relatively widespread theoretical visibility of the proposed overhead line within the 3 km Study Area in Section C. This includes theoretical visibility from parts of settlements including Elmsett, Burstall, Hintlesham, Chattisham, Washbrook and Ardleigh. There is theoretical visibility from the PRoW network including parts of the Stour Valley Path and St Edmund's Way long distance paths. The Project is theoretically visible from parts of NCN 1. There is theoretical visibility from the road network, including parts of the A12, A14, A120, A137, A1071 and A1214. There is no theoretical visibility from some parts of the valleys due to the intervening topography. This includes parts of the Gipping Valley near Ipswich and large parts of the Stour Valley in Dedham Vale National Landscape. There is limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including Sproughton, south-west Ipswich and parts of Capel St Mary and Lawford.

13.2.12 As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), there would be theoretical visibility of up to 86 pylons from the more elevated parts of the Study Area including north of Elmsett. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across section C including around Hintlesham in the north and across the Tendring plain south of Ardleigh and more so from within the Stour Valley. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.13 Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the Study Area. There are some parts of the Study Area where there would be no visibility of pylons, most notably within the larger settlements where buildings would screen views towards the Project. This includes parts of Ipswich, Capel St Mary, Dedham and Lawford. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). This would reduce perceptibility of the Project. The ZTV map indicates that theoretical visibility would reduce to the top half or the tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV) including areas along the upper sides of the Stour Valley and along tributary valleys.

13.2.14 Figure 13.11: ZTV of Wenham Grove CSE Compound (document reference 6.13.F11) indicates that theoretical visibility of the CSE compound east of Raydon Great Wood would be intermittent within the Study Area. There would be limited theoretical visibility to the north-west, west and south-west of the CSE compound due to screening effects of woodland. To the east theoretical visibility is indicated from

scattered properties, parts of the local road network and a short section of NCN Route 1. Visibility of the CSE compound would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.15 Figure 13.12: ZTV of EACN (document reference 6.13.F12) indicates that theoretical visibility of the EACN Substation would be relatively widespread within the 3 km Study Area, particularly to the south and east of the EACN Substation. Theoretical visibility is indicated from parts of settlements including Burnt Heath, Bromley Cross and Little Bromley, as well as the eastern fringes of Ardleigh. Theoretical visibility from Dedham Vale National Landscape within the Study Area is generally limited to its southern fringes, including parts of the A137 (Harwich Road). There is theoretical visibility from elevated parts of the south facing Stour Valley sides near East Bergholt. Visibility of the EACN Substation would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

Section D - Colchester City Council

13.2.16 Section D is located broadly between the north-east of Colchester and Marks Tey in the south-west. The landscape comprises plateau farmland incised by valley slopes associated with the River Colne and its tributary valleys which run through the middle of the area from Colchester to Halstead as well as gently sloping to flat areas around the edge of Colchester. As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), the ZTV indicates relatively widespread theoretical visibility of the proposed overhead line within the 3 km Study Area in Section D. This includes theoretical visibility from parts of settlements including Boxted, Great Horkesley, Wormingford and Fordham. There is theoretical visibility from the PRoW network and parts of the Essex Way long distance path as well as parts of NCN 1 and NCN 13 in the north-east and across the middle of the Study Area. There is theoretical visibility from the road network, including parts of the A12, A120, A133, A134, A137, A1341, A1232 and A1124. There is no theoretical visibility from lower-lying parts of the Stour Valley to the north, where the Project would be screened by the valley landform. There is no theoretical visibility from parts of settlements including West Bergholt, Marks Tey, Copford and parts of Colchester due to intervening buildings which would screen the Project.

13.2.17 As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), there would be theoretical visibility of up to 70 pylons from small parts of the Study Area in Section D. This would include the more elevated parts of the Study Area, including between Coggeshall (in Section E) and elevated land east of Great Tey. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across Section D, including within the Stour Valley and Colne Valley. In the area around Great Horkesley, where underground cable is proposed, theoretical visibility of numbers of pylons would decrease. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.18 Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the Study Area. There are some parts of the Study Area where there would be no visibility of pylons, most notably from the Stour Valley floor to the north, where the valley landform would screen views towards the Project, and from parts of larger settlements including Colchester, Horkesley Heath and West Bergholt, where buildings would screen views

towards the Project. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). This would reduce perceptibility of the Project. The ZTV map indicates that visibility would reduce to the top half or the tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV) including the upper slopes of the Stour Valley as well as areas around Horkesley Heath and West Bergholt.

13.2.19 Figures 13.13: ZTV of Great Horkesley (EACN side) CSE Compound (document reference 6.13.F13) and Figure 13.14: ZTV of Great Horkesley (Tilbury side) CSE Compound (document reference 6.13.F14) indicate that theoretical visibility of the CSE compounds in Section D would be relatively widespread within 1 km of each CSE compound, and more intermittent beyond 1 km. Theoretical visibility is indicated from parts of Great Horkesley and from settlement along Straight Road, north of Colchester. Theoretical visibility is indicated from the fringes of Dedham Vale National Landscape including from parts of Wormingford. Visibility of the CSE compounds would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

Section E - Braintree District Council

13.2.20 Section E is located broadly between Coggeshall and Great Leighs and comprises an undulating landscape with the shallow valleys of rivers and their tributaries, including the River Blackwater, River Ter and River Brain. As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), the ZTV indicates relatively widespread theoretical visibility of the proposed overhead line within the 3 km Study Area in Section E. This includes theoretical visibility from the fringes of settlements including Feering, Coggeshall, White Notley, Rank's Green, Langley Green, Witham and Fairstead. There is theoretical visibility from the PRoW network, parts of the Essex Way long distance path and parts of the National Cycle Route (NCN 16 and NCN 50) in the south of the Study Area in Section E. There is theoretical visibility from the road network, including parts of the A12 and A120. There is no theoretical visibility from some of the valleys due to the intervening topography. This includes areas around the River Brain, River Ter and River Blackwater and their tributaries. There is limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including parts of Witham, Kelvedon and Coggeshall.

13.2.21 As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), there would be theoretical visibility of up to 70 pylons from the more elevated parts of the Study Area close to the Project. This includes areas of farmed plateau surrounding Coggeshall and between Rank's Green and White Notley. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across Section E including the valleys of the River Blackwater and River Brain between Witham and Black Notley. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.22 Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the Study Area. There would be no visibility of pylons from parts of the Study Area, most notably from larger settlements, where buildings would screen views towards the Project. Visibility of pylons would reduce with distance and layers of intervening field boundary and

roadside vegetation (not accounted for in the ZTV). The ZTV map indicates that visibility would reduce to the top half or the tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV) including areas around Coggeshall and along the wooded Blackwater Valley, and at Terling and along the River Ter.

13.2.23 Figure 13.15: ZTV of Fairstead (EACN side) and Fairstead (Tilbury side) CSE Compounds (document reference 6.13.F15) indicates that theoretical visibility of the CSE compounds in Section E would be relatively widespread within 1 km and more intermittent between 1 km and 3 km. Theoretical visibility is indicated from parts of Fairstead, Rank's Green and Flacks Green, as well as parts of the Essex Way long distance path and NCN Route 16. Visibility of the CSE compounds would reduce when woodland and field boundary and roadside vegetation (not accounted for in the ZTV) are taken into account.

Section F - Chelmsford City Council and Brentwood District Council

13.2.24 Section F is located broadly between Braintree in the north-west and Billericay in the south-east, and comprises a rolling arable landscape with narrow valleys of rivers and their tributaries, including the River Wid, River Can, River Chelmer and River Ter. As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), the ZTV indicates relatively widespread theoretical visibility of the proposed overhead line within the 3 km Study Area in Section F. This includes theoretical visibility from parts of settlements including Great Leighs, Broad's Green, Roxwell, Margaretting, Great Waltham and Little Waltham. There is theoretical visibility from the PRoW network and parts of the Saffron Trail, St Peter's Way and Centenary Circle long distance paths, which weave throughout the Study Area. There is theoretical visibility along parts of the National Cycle Network (routes 1, 16 and 50) in the north-west and across the middle of the Study Area, crossing under the Project near Writtle. There is theoretical visibility from the road network, including parts of the A414, A12, A1060, A131, A1060 and A1016. There is no theoretical visibility from some of the valleys due to the intervening topography. There is limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including Chelmsford and Writtle.

13.2.25 As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), there would be theoretical visibility of up to 80 pylons from the more elevated parts of the Study Area close to the Project. This includes areas of farmland between Chatham Green and Chignall St James. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across Section F including along the valley of the River Chelmer and the Roxwell Brook. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.26 Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the Study Area. There would be no visibility of pylons from parts of the Study Area, most notably from larger settlements including Chelmsford and Writtle, where buildings would screen views towards the Project. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). The ZTV map indicates that visibility would reduce to the top half or the tips of pylons in places because of intervening woodland and topography (which is accounted for in

the ZTV). This includes areas around Ewson's Brook near Highwood, Roxwell Brook near Roxwell, River Wid near Galleywood, and River Can near Chelmsford.

Section G - Basildon Borough Council and Brentwood Borough Council (and part of Chelmsford City Council)

13.2.27 Section G is located broadly between Ingatestone in the north and Basildon in the south-east and comprises a gently to strongly undulating arable landscape of hills and ridges, crossed by the valley of the River Wid between Billericay and Hutton. There are some large areas of woodland including in the Langdon Hills south of Basildon and in Thorndon Park south of Brentwood. As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), the ZTV indicates relatively widespread theoretical visibility of the proposed overhead line within the 3 km Study Area in Section G, apart from where there are larger areas of settlement and woodland. There is theoretical visibility from the PRoW network and parts of NCN 13. There is theoretical visibility from the road network, including parts of the A12, A129, A176, A128, A127 and A1023. There is theoretical visibility from the fringes of settlements including Ingatestone, Mountnessing, West Horndon, Brentwood and Billericay, although theoretical visibility from within settlements is limited due to buildings which would screen views towards the Project. Theoretical visibility is reduced where woodland would provide screening, including around Mill Green in the north of Section G.

13.2.28 As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), there would be theoretical visibility of up to 80 pylons from small parts of the Study Area in Section G, in particular areas of higher ground including north-west of Little Burstead. There would be theoretical visibility of up to 70 pylons from the more elevated parts of the Study Area, including east of Ingatestone and at Dunton Hills. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.29 Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the Study Area. There would be no visibility of pylons from parts of the Study Area, most notably within settlements where buildings would screen views towards the Project. This includes parts of Ingatestone, Mountnessing, West Horndon, Brentwood and Billericay. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). The ZTV map indicates that visibility would reduce to the top half or the tips of pylons in places because of intervening woodland, topography and buildings (which is accounted for in the ZTV). This includes the area to the east of Little Burstead. Where valley landforms are present the proportion of pylons visible would decrease.

Section H - Thurrock Council

13.2.30 Section H is located broadly between Basildon in the north-east and the River Thames in the south and comprises a flat to gently undulating and partly modified landscape. As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), the ZTV indicates relatively widespread theoretical visibility of the proposed overhead line from the Study Area in Section H, particularly in the north and east. This includes theoretical visibility from parts of settlements including Bulphan, Horndon on the Hill and the fringes of

Stanford-le-Hope and East Tilbury. There is theoretical visibility from the PRoW network and parts of the England Coast Path long distance path, which weaves in and out of the Study Area. There is theoretical visibility from the road network, including parts of the A126, A1089, A1013, A13, A128 and A1014. There is no theoretical visibility from some of the lower elevation landscape due to the intervening topography. This includes parts of the Study Area around Tilbury Marshes and the Mucking Flats. There is limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including parts of Chadwell St Mary, Stanford-le-Hope and Bulphan.

13.2.31 As shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8), there would be theoretical visibility of up to 70 pylons from parts of the Study Area in Section H, in particular to the west of the Project between West Horndon and Orsett. Theoretical visibility of numbers of pylons would typically increase with rising landform, with reduced visibility from the low-lying marsh landscapes to the south and east of the Project in Section H. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

13.2.32 Figure 13.9: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (document reference 6.13.F9) indicates theoretical visibility of one or more pylons from ground level to tip from the majority of the Study Area. There would be no visibility of pylons from parts of the Study Area, including within settlements where buildings would screen views towards the Project, and adjacent to where the underground cable is proposed, between Chadwell and St Mary and Tilbury. The ZTV map indicates that visibility would reduce to the top half or the tips of pylons in places because of intervening buildings, woodland and topography (which is accounted for in the ZTV) including areas north-east of Orsett Heath and around Mucking Flats and East Tilbury.

13.2.33 Figure 13.16: ZTV of Tilbury North Substation (document reference 6.13.F16) indicates theoretical visibility of Tilbury North Substation from a small part of the Study Area between the edges of the settlements of Southfields, Orsett Heath and West Tilbury, largely along the proposed alignment. There would be no or very limited theoretical visibility from the settlements themselves. There would also be some theoretical visibility of the top part of the proposed substation from parts of Tilbury Marshes. The ZTV accounts for woodland at Orsett Golf Club and north of Linford, which would reduce theoretical visibility from the wider Study Area.

13.2.34 Figure 13.17: ZTV of Tilbury North (Warley side) CSE Compound (document reference 6.13.F17) indicates theoretical visibility of the Tilbury North (Warley side) CSE compound between the A13, edge of Chadwell St Mary, edge of St Clere's Golf Club and East Tilbury Marshes. Buildings within settlements and woodland would help to reduce theoretical visibility and are accounted for in the ZTV. The CSE compound would be seen in the context of existing overhead lines.

13.2.35 Figure 13.18: ZTV of Tilbury North (Tilbury side) CSE Compound (document reference 6.13.F18) indicates theoretical visibility of the Tilbury North (Tilbury side) CSE compound between the A13, edge of Chadwell St Mary and East Tilbury Marshes. Buildings within settlements and woodland would help to reduce theoretical visibility and are accounted for in the ZTV. The CSE compound would be seen in the context of existing overhead lines.

Key Visual Receptors and Grouping

13.2.36 Potential visual receptors include:

- Residents, including views from isolated properties, scattered communities, or defined settlements
- Road users (including those travelling on recognised tourist routes)
- Those engaged in recreational activities (e.g., users of PRoW and long distance footpaths or cycle routes)
- People at their place of work, including agricultural workers.

13.2.37 Visual receptors were grouped according to VRAs, as shown on Figure 13.7: Visual Receptors and Viewpoints (document reference 6.13.F7). These VRAs were identified based on geographical location, shared landscape characteristics and a similarity in the nature of views. For example, areas of open and elevated plateau with the potential for wide and/or distant views are located in a different VRA to wooded valleys, where views are likely to be more contained by landform and/or vegetation. Larger towns and parts of cities within the Study Area form their own VRA, where buildings and / or vegetation are likely to screen and filter outward views. The main settlements, road routes and recreational resources within each VRA are described in the assessment.

13.2.38 People at work are generally held to be of lower sensitivity to changes in their view and are not considered further in this assessment.

Selection of Viewpoints for Assessment

13.2.39 This section sets out the viewpoints within the 3 km Study Area which were selected to represent the visual effects of the Project. The viewpoint list is a representative selection of locations agreed with Local Planning Authorities, National Landscape Authorities and Natural England. It is not an exhaustive list of locations from which the Project would be visible.

13.2.40 A total of 206 viewpoints were selected through desk study, site work and discussions with stakeholders. Where viewpoints were agreed with stakeholders, this is recorded in the Draft Statements of Common Ground (document reference 5.9). The viewpoints are all publicly accessible as advocated by GLVIA3 and include:

- Locations selected to represent the experience of different types of receptor
- Locations at different distances to provide a representative range of viewing angles and distances (i.e., short, medium, and long distance views)
- Locations which may assist in illustrating key ‘cumulative’ interactions with other existing developments (i.e., either in combined or successive views)
- Locations which represent a range of viewing experiences (i.e., static views and points along sequential routes)
- Specific viewpoints selected because they represent promoted views or viewpoints within the landscape
- Illustrative viewpoints chosen specifically to demonstrate a particular visual effect or specific issue (which could include restricted visibility in particular locations).

13.2.41 The viewpoints used to assess visual effects are listed in full in Annex A and their locations are shown on Figure 13.7: Visual Receptors and Viewpoints (document reference 6.13.F7). The viewpoints are referenced in the assessment of VRAs in Section 13.3.

Visual Receptor Areas

13.2.42 As noted above, visual receptors were grouped according to VRAs. Views from these areas are described in the assessment in Section 13.3, with reference to the representative viewpoints listed in Annex A, where they are relevant. Not all VRAs have representative viewpoints. Visualisations (photomontages and wirelines) are shown on Figures 7.12.F1 to 7.12.F206 (document reference 7.12). It important to note that visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are a useful tool in conveying examples of likely changes in views from a selected number of locations. Professional judgements about likely effects are made by chartered landscape architects based on experience and field work.

13.3 Assessment of Effects on VRAs

13.3.1 The assessment of effects on VRAs is based on the description of the Project set out in Chapter 4: Project Description (document reference 6.4). The assessment takes into account embedded, standard and additional mitigation measures, as set out in Chapter 13: Landscape and Visual (document reference 6.13).

13.3.2 A range of receptor sensitivities were identified within each VRA. This assessment takes into consideration the highest sensitivity identified.

13.3.3 All effects during construction are short-term, partially reversible and adverse, unless stated otherwise.

13.3.4 All operation (and maintenance) effects are long-term, irreversible and adverse, unless stated otherwise.

13.3.5 The extent of identified visual effects is defined using both location specific placenames, and estimated distances across which visual effects would be experienced. All stated distances in the assessment are approximate, and not exact.

13.4 Assessment of Effects on VRAs – Section A

VRA A1 Swardeston (Section A)

Description and Visual Baseline

13.4.1 This VRA is located to the north and west of the Project, broadly between the southern edge of Norwich and the northern edge of Mulbarton. In the north of the area, the landform rises gently to the south and east, away from the broad valley of the River Yare. Further south, the landform is gently undulating and dissected by tributary streams. The settlement of Swardeston is located on the undulating sides of a tributary valley of the River Yare. The settlement of Keswick lies on the south side of the Yare Valley. Elsewhere there are some small villages, scattered properties and large manorial halls. Rural flint churches are a distinctive visual feature. There is

variety in terms of tree cover in this agricultural landscape, including riparian woodland, small farm woodlands, wooded parkland, shelterbelts and hedgerows along field margins. There are areas of common land / open access land at Eaton Common, Swardeston Common and Church Road, Swainsthorpe. Existing 132 kV and 400 kV overhead lines run through the area, in parallel.

13.4.2 There is a combination of open and more enclosed views from the area. From the River Yare, occasional open views are available along adjoining tributary valleys which enable greater levels of visibility to the surrounding landscape. Wetland vegetation along the meandering river filters views in places, especially when in leaf. Elsewhere in the area, there are intermittent long views north towards the City of Norwich and north-west towards Cringleford, including from elevated road bridges.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Keswick, Lower East Carleton, Swardeston, the northern edge of Mulbarton and from scattered properties
- People using the network of PRoW and common land / open access land
- Horse riders using bridleways
- People travelling along the A47, A140, B1113 Main Road and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 1.02 PRoW east of Swardeston (Swardeston FP6) (Figure 7.12.F2) (document reference 7.12).

Sensitivity

13.4.3 In the VRA, residential receptors and recreational receptors using PRoW and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Intwood Hall Registered Park and Garden (RPG), Keswick Conservation Area and the northern part of Mulbarton Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Mulbarton Neighbourhood Plan identifies important views within this area, including from The Common. Therefore, views are therefore of regional / local value.

13.4.4 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.5 Construction activity including vegetation removal and third-party works would be visible along the south-eastern boundary of the VRA. This would include the movement of vehicles and machinery along haul roads. There would be loss of hedgerows and trees around Vale Farm as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views

towards construction laydown areas in fields north of Hickling Lane from nearby PRoWs. Construction activity would include third party works east of The Vale (north of Church Road, west of Swainsthorpe). The undergrounding of wood pole lines would be visible in close views along Church Road, including from the area of open access land. There would be some taller elements, such as partially constructed pylons and cranes. A temporary construction compound (RG-SC01) would be visible in the adjacent VRA A2. Crossing protection scaffolding would be visible where the overhead line crosses Church Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.4.6 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates theoretical visibility of up to 40 pylons from a small part of the VRA north of Mangreen Lane. The ZTV indicates theoretical visibility of the number of pylons would reduce with distance, especially west of the B113 Main Road.

13.4.7 The Project would be visible in close views (within 0.5 km) from the south-east of the VRA. The proposed overhead line is likely to be seen on the skyline and would be prominent in views. The Project would be visible in the context of existing overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.8 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows. The tops of the pylons would be visible above vegetation and buildings, from areas such as Swardeston Common and from along the eastern fringes of the settlement (as represented by Viewpoint 1.02 PRoW east of Swardeston (Swardeston FP6) (Figure 7.12.F2) (document reference 7.12). Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. For people travelling on the A47 the scale of change would be small and the magnitude of effect would be low. The effect would be **moderate and significant (adverse)** reducing to **minor and not significant (adverse)** for people on the A47.

13.4.9 There would be a reduction in visibility beyond 1.5 km from the Project, where the landform falls gently into the valley of the River Yare and its tributary. Perceptibility of the Project is likely to reduce with distance, with the landform and/or layers of intervening vegetation filtering and screening views, including from Intwood Hall RPG, and the settlements of Lower East Carleton, as well as the settlement of Keswick where views would be further filtered and screened by tree planting along the A47, particularly when vegetation is in leaf. Beyond 1.5 km the scale of change

would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.4.10 Landscape mitigation is proposed within an Environmental Area located around Norwich Main Substation. The landscape mitigation proposals would include:

- Retention of existing vegetation to the north, south and west of the substation, reinstatement of vegetation removed to accommodate the haul road to the south of the substation and supplementary tree and shrub planting
- Proposed deciduous woodland with scrubby woodland edge to expand existing woodland to the west of the substation extension
- Proposed native hedgerows with native trees to existing field boundaries
- Proposed neutral grassland over existing and proposed underground cables and below existing and proposed overhead lines.

Operation Year 15 (With Mitigation)

13.4.11 In the longer term, proposed planting within the Environmental Area around Norwich Main Substation would reach semi-maturity. This would reduce effects on residents and users of PRoW within a localised area around the substation, by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. It is anticipated there would be a medium scale of change and a medium magnitude of effect at Operation Year 15, close to the substation. This would result in a **moderate and significant (adverse)** effect around the substation. Elsewhere, the effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.4.12 Table A13.3.1 summarises the sensitivity and assessment judgements for VRA A1 Swardeston.

Table A13.3.1 Visual assessment summary for VRA A1 Swardeston (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to Low for people on the A47	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) for people on the A47	Minor and not significant (adverse)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 1	**Magnitude**	High	Medium, reducing to Low for people on the A47	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), including from the reducing to minor and not significant (adverse) for people travelling on the A47	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High, reducing to Medium (close to Norwich Main Substation)	Medium, reducing to Low for people on the A47	Low
	Significance	Major and significant (adverse) reducing to moderate and significant (adverse) close to Norwich Main Substation	Moderate and significant (adverse), reducing to minor and not significant (adverse) for people travelling on the A47	Minor and not significant (adverse)

VRA A2 Stoke Holy Cross (Section A)

Description and Visual Baseline

13.4.13 This VRA is located to the north and east of the Project, broadly between the A47 south of Norwich and Swainsthorpe to the south. The landform is flat along the broad valley of the River Tas, rising to gently sloping and rolling valley sides, where the settlements of Swainsthorpe and Stoke Holy Cross are located. The long history of human settlement in the area is reflected by Roman ruins at Venta Icenorum Scheduled Monument, historic hamlets and halls including Dunston Hall. Further west, the A140, railway line and existing 132 kV and 400 kV overhead lines are present. There are areas of common land / open access land at Shotesham Common and Church Road, Swainsthorpe.

13.4.14 Woodland, including riparian woodland, and shelterbelts screen and filter views of the surrounding landscape, including along the valley floor and around Dunston Hall and Caistor Hall. There are more open views to the north, near Venta Icenorum, where existing pylons are visible on the skyline above the top of a wooded horizon. Norwich Main Substation is filtered/screened from the VRA by surrounding vegetation and is well integrated into the landscape.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Caistor St Edmund, Stoke Holy Cross and Swainsthorpe and in scattered properties
- People using the network of local PRoW, open access land and the Boudicca Way long distance footpath
- Recreational receptors visiting Venta Icenorum and Dunston
- People travelling along the A140 Ipswich Road and the network of local roads which cross the VRA.

Viewpoints

- Viewpoint 1.01 Venta Icenorum Roman Town, near Caistor St Edmund (Figure 7.12.F1) (document reference 7.12)
- Viewpoint 1.16 Chandler Road / Boudicca Way, south of Caistor St Edmund (Figure 7.12.F16) (document reference 7.12).

Sensitivity

13.4.15 In the VRA, residential receptors and recreational receptors using PRoW, open access land, the Boudicca Way and visiting Venta Icenorum Roman Town, are of a high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of receptors at Venta Icenorum Scheduled Monument, where the value of views is higher, views from within the VRA are generally not associated with any designated landscape, landmarks or promoted views and are of local / community value.

13.4.16 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.17 Construction activity including vegetation removal and third-party works would be visible along the south-western boundary of the VRA. This would include the movement of vehicles and machinery along haul roads and the Primary Access Route (PAR) along the A140. There would be loss of hedgerows and trees around Glebe Farm as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be a temporary construction compound north of Norwich Main Substation (RG-SC01) although views towards it from the local area would be filtered and screened by vegetation. The undergrounding of wood pole lines would be visible in close views along and north of Church Road, including from the open access land at Church Road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Church Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large within 0.5 km and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.4.18 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates the highest theoretical visibility of pylons (up to 37 pylons) from along the Boudicca Way and north of Swainsthorpe Hall. Areas of lower theoretical visibility are indicated in the north-east around Venta Icenorum and west of Swainsthorpe.

13.4.19 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The proposed overhead line is likely to be prominent on the skyline with some filtering of views from trees along the railway line and along the edge of settlement at Swainsthorpe. The Project would be visible in the context of existing overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. The scale of change would be large within 0.5 km and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.20 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be seen on the skyline, filtered by intervening trees and hedgerows, including at Dunston which is enclosed by woodland and shelterbelts. Although there are relatively open views at Venta Icenorum, the woodland at Dunston would filter views of the Project in this location (as represented by Viewpoint 1.01 Venta Icenorum Roman Town, near Caistor St Edmund (Figure 7.12.F1) (document reference 7.12)). The scale of change would be medium between 0.5 km and 1.5 km and the magnitude of effect would be medium. The scale of change from Dunston would be small and the magnitude of effect would be low. The effect would be **moderate and significant (adverse)** overall, reducing to **minor and not significant (adverse)** from Dunston.

13.4.21 Perceptibility of the Project would reduce with distance, beyond around 1.5 km. The landform, buildings and/or layers of intervening vegetation would filter and screen views, including from Stoke Holy Cross, along the Boudicca Way, and in the east of the VRA (as represented by Viewpoint 1.16 Chandler Road / Boudicca Way, south of Caistor St Edmund (Figure 7.12.F16) (document reference 7.12)). Caistor St Edmund is enclosed by woodland, which would filter/screen views towards the Project. The scale of change would be small beyond 1.5 km and the magnitude of effect would be low. The scale of change from Caistor St Edmund would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **minor and not significant (adverse)** overall, reducing to **negligible and not significant** from Caistor St Edmund.

Mitigation

13.4.22 Landscape mitigation is proposed within an Environmental Area located around Norwich Main Substation. The landscape mitigation proposals would include:

- Retention of existing vegetation to the north, south and west of the substation, reinstatement of vegetation removed to accommodate the haul road to the south of the substation and supplementary tree and shrub planting
- Proposed deciduous woodland with scrubby woodland edge to expand existing woodland to the west of the substation extension
- Proposed native hedgerows with native trees to existing field boundaries
- Proposed neutral grassland over existing and proposed underground cables and below existing and proposed overhead lines.

Operation Year 15 (With Mitigation)

13.4.23 In the longer term, proposed planting within the Environmental Area around Norwich Main Substation would reach semi-maturity. This would reduce effects on residents and users of PRoW within a localised area around the substation, by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. It is anticipated there would be a medium scale of change and a medium magnitude of effect at Operation Year 15, close to the substation. This would result in a **moderate and significant (adverse)** effect around the substation. Elsewhere, the effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.4.24 Table A13.3.2 summarises the sensitivity and assessment judgements for VRA A2 Stoke Holy Cross.

Table A13.3.2 Visual assessment summary for VRA A2 Stoke Holy Cross (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium, reducing to low (from Dunston)	Low, reducing to barely perceptible (within Caistor Hall)
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant	Minor and not significant (adverse)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			(adverse) from Dunston	
Operation Year 15	**Magnitude**	High, reducing to Medium (close to Norwich Main Substation)	Medium, reducing to low (from Dunston)	Low, reducing to barely perceptible (within Caistor Hall)
	Significance	Major and significant (adverse) reducing to moderate and significant (adverse) close to Norwich Main Substation	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Dunston	Minor and not significant (adverse)

VRA A3 Mulbarton and Wreningham (Section A)

Description and Visual Baseline

13.4.25 This VRA is located to the west of the Project broadly between Mulbarton in the north-east and Wreningham in the south-west. The area forms part of a gently undulating plateau, dissected by minor valleys which follow tributaries of the River Tas. There are linear settlements, most notably Wreningham in the south, as well as the larger nucleated settlement of Mulbarton. There are areas of common land / open access land at Mulbarton Common, Bracon Common and Marsh Green.

13.4.26 There is a combination of more open and enclosed views within the VRA, as layers of vegetation including woodlands, hedgerows and hedgerow trees create some enclosure north of Bracon Ash and north-west of Wreningham and the relatively low hedgerows south of Bracon Ash allow for more open views. Woodland provides a wooded horizon in many views.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Mulbarton, Bracon Ash, Toprow and Wreningham and in scattered properties
- People using the local PRoW network and open access land at Mulbarton Common and Bracon Common
- People travelling along the B1113 Norwich Road and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 1.03 PRoW east of Bracon Ash (Bracon Ash FP16) (Figure 7.12.F3) (document reference 7.12).

Sensitivity

13.4.27 In the VRA, residential receptors and recreational receptors using PRoW and open access land are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from within Mulbarton Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.4.28 Considering the judgements of susceptibility and value, overall, the sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.29 Construction activity including vegetation removal and third-party works would be visible along the south-eastern boundary of the VRA. This would include the movement of vehicles and machinery along haul roads and PAR along the B1113 and Wymondham Road. There would be a loss of hedgerows and trees south of Mulbarton as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area between Wymondham Road and Flordon Road, from nearby roads and PRoW. There would also be close views towards construction laydown areas either side of Fundenhall Road, from the road, nearby PRoW and properties. There would be third-party works located near Page's Plantation, Upper Grove Wood, west of Flordon Common and south of Walks Farm. The undergrounding of wood pole lines would be visible in close views south of Brickkiln Lane from nearby PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Brickkiln Lane, Long Lane, Flordon Road, Wymondham Road and Marsh Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large within 0.5 km and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.4.30 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates theoretical visibility of the largest number of pylons (up to 52) around Hill Farm, south-west of Mulbarton. Theoretical visibility for the majority of the VRA is lower, between 1 and 23 pylons.

13.4.31 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The proposed overhead line would be seen on the skyline and would be prominent in views, with occasional screening/ filtering of views by woodland near Woodlands and

Upper Grove Wood. The Project would be visible in the context of existing overhead lines in the north-east of the VRA. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. The scale of change would be large within 0.5 km and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.32 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be seen on the skyline, with further filtering from hedgerows and woodland where the tops of pylons may be visible over the top of the vegetation. Buildings would screen views towards the Project from within Mulbarton, although properties on the southern and eastern edges of the settlement would have views towards the Project. Views towards the Project from smaller settlements, such as Bracon Ash and Toprow would be filtered by vegetation on the settlement boundaries (as represented by Viewpoint 1.03 PRoW east of Bracon Ash (Bracon Ash FP16) (Figure 7.12.F3) (document reference 7.12)). The scale of change would be medium between 0.5 km and 1.5 km and the magnitude of effect would be medium. From Mulbarton the scale of change would be small and the magnitude of effect would be low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** at Mulbarton.

13.4.33 Perceptibility of the Project would reduce with distance beyond around 1.5 km, with the landform and/or layers of intervening vegetation filtering and screening views, including from Wreningham. Views from Mulbarton Common are relatively enclosed due to the surrounding trees. The scale of change would be small beyond 1.5 km and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.4.34 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.35 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.4.36 Table A13.3.3 summarises the sensitivity and assessment judgements for VRA A3 Mulbarton and Wreningham.

Table A13.3.3 Visual assessment summary for VRA A3 Mulbarton and Wreningham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 1	**Magnitude**	High	Medium, reducing to low within Mulbarton	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) within Mulbarton	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium, reducing to low within the centre of Mulbarton	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) within Mulbarton	Minor and not significant (adverse)

VRA A4 Newton Flotman (Section A)

Description and Visual Baseline

13.4.37 This VRA is located to the east of the Project, broadly following the course of the River Tas between Swainsthorpe in the north and Tasburgh and Hapton in the south. The landform is flat along the valley floor, rising to gently sloping and rolling valley sides and plateau edge with smaller field patterns and common land. The nucleated settlement of Newton Flotman and linear settlement of Lower Tasburgh are located on the lower valley sides. Flordon and Hapton are located on the upper valley sides. The Norwich to Ipswich railway line passes through the area, and part of the Boudicca Way is present in the south-east. There is an area of common land / open access land at Flordon Common. An existing 400 kV overhead line runs through the area, parallel to the railway line. Layers of vegetation including woodland and shelterbelts, which are notable around historic halls, screen and filter views of the surrounding landscape in some areas.

13.4.38 Views within the VRA are relatively well enclosed, due to the presence of woodland, shelterbelts, hedgerows and roadside trees. Where longer views out are available, they are often towards a wooded backdrop. Views are well enclosed around Shotesham Park and Hapton Hall, due to the surrounding woodland, and from within the River Tas Valley, due to the falling landform.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Newton Flotman, Flordon, Hapton, Tasburgh, Lower Tasburgh and Saxlingham Thorpe and in scattered properties
- People using the network of local PRoW, the Boudicca Way long distance footpath and open access land

- People travelling along the A140 Ipswich Road and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 1.05 Holly Lane, Hapton (Figure 7.12.F5) (document reference 7.12)
- Viewpoint 1.17 Grove Lane / Boudicca Way, near Tasburgh Hill Fort (Figure 7.12.F17) (document reference 7.12)
- Viewpoint 1.04 Long Lane, Flordon (Figure 7.12.F4) (document reference 7.12)
- Heritage Viewpoint HE1 Flordon Hall (Figure 7.12.F206) (document reference 7.12).

Sensitivity

13.4.39 In the VRA, residential receptors and recreational receptors using PRoW, the Boudicca Way and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Shotesham Conservation Area, Rainthorpe Hall and from Tasburgh Hill Fort, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.4.40 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.41 Construction activity including vegetation removal and third-party works would be visible along the north-western boundary of the VRA. This would include the movement of vehicles and machinery, including along haul roads. There would be a loss of trees and hedgerows to the north of Newton Flotman as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of existing wood pole lines located to the west of Flordon Common, east of Gable End, east of Upper Grove Wood and north of Page's Plantation would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Brickkiln Lane, Long Lane, Flordon Road, Wymondham Road and Marsh Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The scale of change would reduce to barely perceptible along the floor of the Tas Valley, at Rainthorpe Hall and at Shotesham Hall and the

magnitude of effect would be barely perceptible. The effect would be **minor and not significant (adverse)** overall, reducing to **negligible and not significant** along the floor of the Tas Valley.

Operation Year 1 (Without Mitigation)

13.4.42 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates the largest theoretical visibility (of up to 52 pylons) north of Hapton and Flordon, and from a small section of the Boudicca Way at Foxton. The ZTV indicates areas where fewer pylons would be theoretically visible, including from north and south-east of Newton Flotman.

13.4.43 The Project would be visible in close views (within 0.5 km) from the west of the VRA. Although woodland would provide screening/filtering in places, such as at The Firs and Flordon Hall, from other areas the proposed overhead line would remain visible on the skyline and would be prominent in views, including from Flordon Common (open access land) and Flordon Hall. In the north, near Brickkiln Lane, the Project would be seen in the context of the existing 400 kV overhead line. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.44 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees, hedgerows and woodland, including from the north-western edge of Newton Flotman (although buildings would screen views from the centre and east of the settlement), Hapton and Flordon (as represented by Viewpoint 1.05 Holly Lane, Hapton (Figure 7.12.F5) (document reference 7.12) and Viewpoint 1.04 Long Lane, Flordon (Figure 7.12.F4) (document reference 7.12)). From the fringes of these settlements the Project would be visible against a wooded horizon. The woodland surrounding Hapton Hall would likely screen / filter views towards the Project from this location, especially when in leaf. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.4.45 There would be a reduction in visibility beyond 1.5 km, particularly between 1.5 km and 2 km where the topography associated with the Tas Valley would screen views. Further screening provided by woodland surrounding Rainthorpe Hall would result in limited views out from this part of the VRA. As the landform rises to the east of the Tas Valley views towards the Project would be available, including from the Boudicca Way, (as represented by Viewpoint 1.17 Grove Lane / Boudicca Way, near Tasburgh Hill Fort (Figure 7.12.F17) (document reference 7.12)). Perceptibility is likely to be reduced due to distance, and the Project would be seen in the context of the existing overhead line. Views towards the Project from Shotesham Park would be filtered/screened by woodland, and perceptibility would be reduced by distance. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The scale of change would reduce to barely perceptible along the floor of the Tas Valley, at Rainthorpe Hall and at Shotesham Hall and the magnitude of effect would be barely perceptible. The effect would be **minor and not significant (adverse)** overall, reducing to **negligible and not significant** along the floor of the Tas Valley.

Mitigation

13.4.46 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.47 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.4.48 Table A13.3.4 summarises the sensitivity and assessment judgements for VRA A4 Newton Flotman.

Table A13.3.4 Visual assessment summary for VRA A4 Newton Flotman (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low, reducing to barely perceptible within the Tas Valley, Rainthorpe Hall and Shotesham Hall
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant within the Tas Valley, Rainthorpe Hall and Shotesham Hall
Operation Year 1	**Magnitude**	High	Medium	Low, reducing to barely perceptible within the Tas Valley, Rainthorpe Hall and Shotesham Hall
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant within the Tas Valley, Rainthorpe Hall and Shotesham Hall
Operation Year 15	**Magnitude**	High	Medium	Low, reducing to barely perceptible within the Tas Valley, Rainthorpe Hall and Shotesham Hall
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant within the Tas Valley, Rainthorpe Hall and Shotesham Hall

VRA A5 Tacolneston (Section A)

Description and Visual Baseline

13.4.49 This VRA is located to the west of the Project broadly between Ashwellthorpe in the north and Bunwell Hill in the south. The area is characterised by its gently undulating, elevated plateau landform which has more variation to the north and gently flattens towards the south. There are numerous linear settlements including Ashwellthorpe, Tacolneston, Forncett End, Bunwell, Carleton Rode and Bunwell Hill throughout the area, the largest of them being Tacolneston. Fields are enclosed by hedgerows and hedgerow trees. There is woodland throughout the area including Grove Wood, Hospital Wood, Lower Wood (which is a nature reserve) and Bunwell Wood (which is an ancient woodland). The northern part of Tacolneston is a conservation area, adjacent to Tacolneston Hall. Overall, there is a combination of open and enclosed views. Due to the vegetation around settlements, there is a sense of enclosure in some areas such as at the edge of Tacolneston. There are long distance, open views across the farmed plateau, such as the ones provided at Common Road.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Bunwell, Tacolneston, Ashwellthorpe, Fundenhall, Forncett End, Bunwell Hill, Little Green, Carleton Road and in scattered properties
- People using the network of local PRoW, and open access land
- People travelling along the B1113, the Turnpike/ Norwich Road and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 1.06 Fundenhall Road, Fundenhall (Figure 7.12.F6) (document reference 7.12)
- Viewpoint 1.07 PRoW South of Forncett End (Forncett FP28) (Figure 7.12.F7) (document reference 7.12)
- Viewpoint 1.18 PRoW north-east of Bunwell (Bunwell FP2) (Figure 7.12.F18) (document reference 7.12)
- Viewpoint 1.20 Bunwell Village Hall (Figure 7.12.F20) (document reference 7.12)
- Heritage Viewpoint HE22 Tacolneston (Figure 7.12.F230) (document reference 7.12).

Sensitivity

13.4.50 In the VRA, residential receptors and recreational receptors using PRoW and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of within Tacolneston Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.4.51 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.52 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. This would include the movement of vehicles and machinery along haul roads and PAR along the B1113. There would be a loss of trees south of Cordwell and Forncett End as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards construction laydown areas either side of Fundenhall Road, from the road, nearby PRoW and properties. The undergrounding of existing wood pole lines would be visible including close views from nearby roads, properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Fundenhall Road, Hurn Lane, Cheneys Lane, Northfield Road, Lon Stratton Road, Tabernacle Lane, and Low Common. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. Around Bunwell the scale of change would be medium and the magnitude of effect would be medium. The effect would be **minor and not significant (adverse)** overall, increasing to **moderate and significant (adverse)** at Bunwell.

Operation Year 1 (Without Mitigation)

13.4.53 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates the areas of highest theoretical visibility of up to 98 pylons from east of Tacolneston and Hurn Lane. Theoretical visibility is indicated as lower (up to 23 pylons) in the west of Forncett End and reduces with distance from the Project.

13.4.54 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The proposed overhead line is likely to be seen on the skyline and would be prominent in views (as represented by Viewpoint 1.06 Fundenhall Road, Fundenhall (Figure 7.12.F6) (document reference 7.12) and Viewpoint 1.07 PRoW South of Forncett End (Forncett FP28) (Figure 7.12.F7) (document reference 7.12)). The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.55 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be most often seen on the skyline but would be viewed in the context of the wooded river valley beyond (within neighbouring VRA A6) (as represented by Viewpoint 1.20 Bunwell Village Hall (Figure 7.12.F20) (document reference 7.12)). There would be some screening/filtering of views from woodland, hedgerows and buildings, including

within the centre of Forncett End and Tacolneston (with the exception of open views from some properties on the eastern edge of the settlement). Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.4.56 Perceptibility of the Project would reduce with distance beyond around 1.5 km. Intervening vegetation would screen and filter views, including at Tacolneston Hall which is surrounded by woodland. There would be views towards the Project from higher landform at Bunwell and Carleton Rode (as represented by Viewpoint 1.18 PRoW north-east of Bunwell (Bunwell FP2) (Figure 7.12.F18) (document reference 7.12)), with the pylons being visible above the tops of vegetation. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. Around Bunwell the scale of change would be medium and the magnitude of effect would be medium. The effect would be **minor and not significant (adverse)** overall, increasing to **moderate and significant (adverse)** at Bunwell.

Mitigation

13.4.57 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.58 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.4.59 Table A13.3.5 summarises the sensitivity and assessment judgements for VRA A5 Tacolneston.

Table A13.3.5 Visual assessment summary for VRA A5 Tacolneston (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low, increasing to medium around Bunwell
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor (not significant, increasing to moderate and significant (adverse) around Bunwell
Operation Year 1	**Magnitude**	High	Medium	Low, increasing to medium around Bunwell
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), increasing to moderate and significant (adverse) around Bunwell
	Magnitude	High	Medium	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 15	**Significance**	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), increasing to moderate and significant (adverse) around Bunwell

VRA A6 Forncett St Peter (Section A)

Description and Visual Baseline

13.4.60 This VRA is located to the east of the Project broadly following the course of the River Tas, between Hapton to the north and Aslacton in the south. The central part of this area which follows the River Tas is characterised by flat, wooded floodplain floors and gently sloping valley sides. To the east and west of the Tas Valley the landform is gently undulating and dissected by tributary streams. There are several settlements scattered throughout the area. The linear settlements of Forncett St Mary and Forncett St Peter are located on the rolling valley sides. Aslacton and Hapton are located on the undulating land above the valley. Historic churches with circular towers are visually prominent within settlements. The Norwich to Ipswich railway line passes through the area, following the Tas Valley. An existing 400 kV overhead line runs broadly parallel to the railway, through the east of the area. There is an area of common land / open access land at Hapton Common in the north of the area. Discrete areas of woodland and shelterbelts are interspersed throughout the landscape with hedgerows along field boundaries.

13.4.61 There is a greater degree of intimacy associated with the vegetation and undulating landform around the tributaries of the River Tas, enclosing views. Many of the lanes are bordered by hedgerows and shelterbelts, and there are sections of sunken lanes, further enhancing the enclosed visual character. The conservation area between Forncett St Mary and Forncett St Peter is mainly enclosed due the surrounding hedgerows and woodland.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Forncett St Mary, Tharston, Forncett St Peter, Aslacton and Wacton and in scattered properties
- People using the network of local PRoW, and open access land
- Horse riders using bridleways
- People travelling along a network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 1.08 Mill Lane, Forncett St Peter (Figure 7.12.F8) (document reference 7.12)
- Heritage Viewpoint HE21 Elm Farm House (Figure 7.12.F229) (document reference 7.12).

Sensitivity

13.4.62 In the VRA, residential receptors and recreational receptors using PRoW and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of within Forncett Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.4.63 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.64 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. This would include the movement of vehicles and machinery along haul roads. There would be a loss of trees along Hall Road as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be construction laydown areas near Elm Farm. The undergrounding of existing wood pole lines located to the north of Banyans Hall, and south and east of Forncett End would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Fundenhall Road, Stickfer Lane, Cheney's Lane, Northfield Road, Long Stratton Road, Tabernacle Lane, and Low Common. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. Within the Tas Valley the scale of change would be small and the magnitude of effect would be low. The effect would be **moderate and significant (adverse)** overall, reducing to **minor and not significant (adverse)** within the Tas Valley
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.4.65 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates hotspots of theoretical visibility of up to 98 pylons around Stickfer Lane and Mill Lane/Overwood Lane. Hotspots of theoretical visibility are also indicated beyond 1.5 km east of the railway line.

13.4.66 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The proposed overhead line is likely to be seen on the skyline and would be prominent in views, including from the road network around Gilderswood and Stickfer Lane, where the landscape is relatively open. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of

change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.67 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be seen on the skyline with some filtering by intervening vegetation, including hedgerows and hedgerow trees (as represented by Viewpoint 1.08 Mill Lane, Forncett St Peter (Figure 7.12.F8) (document reference 7.12)). As the landform falls into the Tas Valley, the Project would become less perceptible due to the landform and wooded nature of the landscape which would screen views. Views from Forncett St Mary and Forncett St Peter would be limited to an extent by this. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. Within the Tas Valley the scale of change would be small and the magnitude of effect would be low. The effect would be **moderate and significant (adverse)** overall, reducing to **minor and not significant (adverse)** within the Tas Valley.

13.4.68 Beyond 1.5 km the landform of the Tas Valley gently rises to allow for glimpsed views through vegetation, looking west towards the Project. Perceptibility of the Project would reduce with distance, with layers of intervening vegetation filtering and screening views. Beyond 2 km, the Project, when visible, would be seen in the context of an existing overhead line and railway in closer views. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.4.69 No additional mitigation is proposed within the VRA.

Operation Year 15 (with mitigation)

13.4.70 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.4.71 Table A13.3.6 summarises the sensitivity and assessment judgements for VRA A6 Forncett St Peter.

Table A13.3.6 Visual assessment summary for VRA A6 Forncett St Peter (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	Magnitude	High	Medium, reducing to low from within the Tas Valley, including from the south of Bunwell Fen and east of Forncett St Mary and Forncett St Peter	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from within the Tas Valley, including from the south of Bunwell Fen and east of Forncett St Mary and Forncett St Peter	Minor and not significant (adverse)
Operation Year 1	Magnitude	High	Medium, reducing to low from within the Tas Valley, including from the south of Bunwell Fen and east of Forncett St Mary and Forncett St Peter	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from within the Tas Valley, including from the south of Bunwell Fen and east of Forncett St Mary and Forncett St Peter	Minor and not significant (adverse)
Operation Year 15	Magnitude	High	Medium, reducing to low from within the Tas Valley, including from the south of Bunwell Fen and east of Forncett St Mary and Forncett St Peter	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from within the Tas Valley, including from the south of Bunwell Fen and east of Forncett St Mary and Forncett St Peter	Minor and not significant (adverse)

VRA A7 Goose Green (Section A)

Description and Visual Baseline

13.4.72 This VRA is located to the west of the Project broadly between Hargate in the north and Winfarthing to the south. The area comprises a flat, elevated plateau where the landform gently falls towards the Tas Valley in the north-east. The highest point lies in the eastern extents of the area near Dovehouse Farm. There are scattered properties in the north of the area and farms along the A roads in the central and southern extents. There is an area of common land / open access land at New Buckenham Common, on the edge of the Study Area. Woodland cover is limited, with the exception of within the Tas Valley in the north-east. In the east of the VRA, hedgerows are relatively sparce, with occasional trees along field boundaries and roads. There are more frequent hedgerows and hedgerow trees in the centre and west of the area. Wood pole / telecommunication poles are common features on the skyline.

13.4.73 Overall, the VRA has a large scale open character which allows for some long distance views including from Diss Road, Long Row and Goose Green. Hedgerows and small areas of woodland filter and screen outward views in some areas, including at Carleton Fen along the Tas Valley in the north-east.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Hargate, Goose Green, and Winfarthing and in scattered properties
- People using the network of local PRoW, and open access land
- People travelling along B1077 Mile Road, B1134 Heath Road and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 1.10 Diss Road, south-west of Tibenham (Figure 7.12.F10) (document reference 7.12)
- Heritage Viewpoint HE10 Heywood Manor (Figure 7.12.F216) (document reference 7.12).

Sensitivity

13.4.74 In the VRA, residential receptors and recreational receptors using PRoW and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.4.75 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.76 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. This would include the movement of vehicles and machinery along haul roads. There would be loss of hedgerows and trees to the east of Fen Road as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards works at a satellite compound (RG-Sate1) and construction laydown area west of Tibenham Farm in the neighbouring VRA, from the B1132, nearby PRoWs and properties. The undergrounding of wood pole lines would be visible in close views including north of Elm Farm, Northfield Road, Low Common, Fen Road, Mill Road and Long Row from nearby properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Mill Road, Blackbarn Road and the B1134 Long Row. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small along Fen Road, south of Hargate. The magnitude of effect would be medium, reducing to low along Fen Road. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** along Fen Road
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.4.77 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates a hotspot of theoretical visibility of up to 98 pylons at White House Farm and Goose Green Farm, west to New House Farm. There are fewer areas shown with lower theoretical visibility (up to 23 pylons), with pockets south of Fen Road and along Cherry Tree Road.

13.4.78 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The proposed overhead line would be seen on the skyline in open views, including from along Diss Road (as represented by Viewpoint 1.10 Diss Road, south-west of Tibenham (Figure 7.12.F10) (document reference 7.12)). The Project would be introduced into views otherwise absent of overhead lines. The proposed overhead line would be filtered/screened by woodland in the vicinity of Carleton Fen. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.79 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be seen on the skyline, filtered by hedgerows and trees, including from Goose Green. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small along Fen Road, south of Hargate. The magnitude of effect would be medium,

reducing to low along Fen Road. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** along Fen Road.

13.4.80 There would be a reduction in visibility from beyond 1.5 km of the Project, where perceptibility would reduce with distance and there would be filtering of views by layers of boundary vegetation, including from New Buckenham Common. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.4.81 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.82 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** along Fen Road; and minor and not significant (adverse) beyond 1.5 km.

Assessment Summary

13.4.83 Table A13.3.7 summarises the sensitivity and assessment judgements for VRA A7 Carleton Rode.

Table A13.3.7 Visual assessment summary for VRA A7 Carleton Rode (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to low along Fen Road, south of Hargate	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) along Fen Road, south of Hargate	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium, reducing to low along Fen Road, south of Hargate	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) along Fen Road, south of Hargate	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium, reducing to low along Fen Road, south of Hargate	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) along Fen Road, south of Hargate	Minor and not significant (adverse)

VRA A8 Tibenham (Section A)

Description and Visual Baseline

13.4.84 This VRA is located to the east of the Project, broadly between Cargate Common in the north and the edge of Gissing in the south. The area comprises a flat, elevated plateau which falls towards the Tas Valley to the north. There are small settlements including Cargate Common, Tibenham, Pristow Green and Long Row. There are farms scattered throughout the area as well as a manor house at Channons Hall. Tibenham Airfield is in the north-east of the area. The B1134 / Long Row runs east to west across the area and there is a network of minor roads including some Quiet Lanes in the south of the area. There are areas of common land / open access land at Gissing Common and along Common Road. Farmland comprises open arable fields, enclosed by hedgerows with occasional mature trees.

13.4.85 Overall, the area has a large scale and open character, with some long views. Where woodland and shelterbelts are more prevalent, outward views are filtered and framed by vegetation, including north of Cargate Common where there are distinctive patterns of smaller scale fields and boundary vegetation which enclose views more, in the north and at Gissing Common in the south-east. Some views have a wooded backdrop, such as views experienced from Woodstock Lane to the east of Tibenham Airfield.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Cargate Common, Tibenham, Pristow Green, Long Row and in scattered properties
- People using the network of local PRoW, and open access land
- Horse riders using bridleways
- People travelling along B1134 Long Row, Pristow Green Lane and the network of local lanes which cross the VRA, some of which are designated as Quiet Lanes (Haywood End, The Heywood and Wash Lane).

Viewpoints

- Viewpoint 1.09 PRoW west of Tibenham (Tibenham FP4) (Figure 7.12.F9) (document reference 7.12)
- Viewpoint 1.11 B1134 Long Row, Gissing Common (Figure 7.12.F11) (document reference 7.12).

Sensitivity

13.4.86 In the VRA, residential receptors and recreational receptors using PRoW, Haywood End, The Heywood and Wash Lane Quiet Lanes, and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.4.87 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.88 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. This would include the movement of vehicles and machinery along haul roads and PAR including the B1134. There would be vegetation removal to the north of Old Hall as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards works at a temporary construction compound (RG-Sate1) and construction laydown area west of Tibenham Farm, from the B1132, nearby PRoWs and properties. The undergrounding of existing wood pole lines which cross the proposed overhead line alignment would be visible in close views including north of Elm Farm, Northfield Road, Low Common, Fen Road, Mill Road and Long Row from nearby properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Mill Road, Blackbarn Road and the B1134 Long Row. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse**)
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Operation Year 1 (Without Mitigation)

13.4.89 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kilovolt (kV) Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates hotspots of theoretical visibility of up to 98 pylons at Heywood End Farm and Tibenham Airfield. Pockets of lower theoretical visibility (up to 23 pylons) are indicated on Hill Road east of Tibenham and at Pristow Green.

13.4.90 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The proposed overhead line would be visible in relatively open views on the skyline, including from parts of Long Row, Blackbarn Road and Mill Road, which would pass underneath and to the east of the proposed overhead line. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during

construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.91 In close to medium distance views (0.5 km to 1.5 km) the Project would be visible but filtered by intervening vegetation (as represented by Viewpoint 1.09 PRoW west of Tibenham (Tibenham FP4) (Figure 7.12.F9) (document reference 7.12)), including within the settlements of Pristow Green and Long Row. The tops of the pylons would be visible on the skyline from Tibenham where the landform would partially screen views. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.4.92 There would be a reduction in visibility from beyond around 1.5 km from the Project as perceptibility is likely to reduce with distance and layers of intervening vegetation filtering and screening views, including from within Channons Hall which is surrounded by woodland. Although longer distance views would be available in the direction of the Project from the east of the VRA, such as at Tibenham Airfield and Gissing Common (as represented by Viewpoint 1.11 B1134 Long Row, Gissing Common (Figure 7.12.F11) (document reference 7.12)), the Project would be screened and filtered by vegetation and when visible would form a small element in views. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.4.93 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.94 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.4.95 Table A13.3.8 summarises the sensitivity and assessment judgements for VRA A8 Tibenham.

Table A13.3.8 Visual assessment summary for VRA A8 Tibenham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High (including from Long Row near Tibenham Farm)	Medium	Low
	Significance	Major (including from Long Row near Tibenham Farm)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High (including from Long Row near Tibenham Farm)	Medium	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse) (including from Long Row near Tibenham Farm)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High (including from Long Row near Tibenham Farm)	Medium	Low
	Significance	Major and significant (adverse) (including from Long Row near Tibenham Farm)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA A9 Shelfanger (Section A)

Description and Visual Baseline

13.4.96 This VRA is located to the west of the Project broadly between Winfarthing in the north and Bressingham in the south. The area is characterised by a predominantly flat landform crossed by shallow tributaries of the River Waveney, which lies to the south. There are large villages including Winfarthing, Shelfanger and Bressingham Common. Winfarthing and Bressingham Common are linear settlements, along the B1077 Shelfanger Road and Common Road, respectively. There are scattered farmsteads throughout the area and linear settlements along main roads. There is a network of minor roads, many of which are Quiet Lanes. An area of common land / open access land at Boyland Common is located at the edge of the Study Area. There is a conservation area in the centre of Winfarthing. The area comprises open, mainly arable farmland with hedgerows and scattered woodland. There are some smaller-scale fields and woodland along a tributary stream, south of Shelfanger.

13.4.97 Large scale arable farmland allows for far reaching views across the surrounding landscape, often with wooded horizons. In places, especially from the villages, views are framed by deciduous woodland and hedgerows.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Winfarthing, Shelfanger, Bressingham Common and from scattered properties
- People using the network of local PRoW, and open access land
- Horse riders using bridleways
- People travelling along B1077 Shelfanger Road, Winfarthing Road, Fersfield Road and the network of local lanes which cross the VRA. A number of local lanes are designated as Quiet Lanes: High London Lane, Heywood Road, Common Road, Druid's Lane, Stone Lane, Hall Lane, Lady's Lane, Lodge Lane, Folly Lane, and Fersfield Road.

Viewpoints

- Viewpoint 1.12 Heywood Road, south of Winfarthing (Figure 7.12.F12) (document reference 7.12)
- Viewpoint 1.14 PRoW south of Bressingham Road (Roydon South Norfolk FP10) (Figure 7.12.F14) (document reference 7.12).

Sensitivity

13.4.98 In the VRA, residential receptors and recreational receptors using PRoW, including those designated as Quiet Lanes, and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from within Winfarthing Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.4.99 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.100 Construction activity including vegetation removal and third-party works would be visible along the south-eastern and eastern boundary of the VRA. This would include the movement of vehicles and machinery along haul roads. There would be loss of tree and hedgerows to the east of Green Farm and Bressingham as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of existing wood pole lines which cross the proposed overhead line alignment would be visible in close views from the B1077 Shelfanger Road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Heywood Road at Green Dragon Farm, Heywood Road at Shelfanger Grove, the B1077 Shelfanger Road, Snow Street and Baynard's Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.4.101 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons from west of Shelfanger and west of Bressingham Common. Areas of lower theoretical visibility (up to 23 pylons).

13.4.102 The Project would be visible in close views (within 0.5 km) from the south-east of the VRA. The proposed overhead line is likely to be seen on the skyline and would be prominent in views (as represented by Viewpoint 1.14 PRoW south of Bressingham Road (Roydon South Norfolk FP10) (Figure 7.12.F14) (document reference 7.12)). Although the proposed overhead line would pass close to Bressingham Common, the thick tree cover on the eastern edge of the settlement would help to filter and screen views. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.103 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows (as represented by Viewpoint 1.12 Heywood Road, south of Winfarthing (Figure 7.12.F12) (document reference 7.12)). The Project would be filtered/screened in views from the south of Shelfanger along the B1077, by vegetation along the tributary stream. From Winfarthing and Shelfanger, vegetation along the eastern settlement boundary would filter views towards the Project. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.4.104 The Project would be less perceptible beyond around 1.5 km due to distance. Although the Project would be seen above a wooded horizon, the layers of intervening vegetation would filter and screen views. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.4.105 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.106 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.4.107 Table A13.3.9 summarises the sensitivity and assessment judgements for VRA A9 Shelfanger.

Table A13.3.9 Visual assessment summary for VRA A9 Shelfanger (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High (including from parts of Bressingham Common)	Medium (including from parts of Winfarthing, Shelfanger and Bressingham Common)	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse) (including from parts of Bressingham Common)	Moderate and significant (adverse) (including from parts of Winfarthing, Shelfanger and Bressingham Common)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High (including from parts of Bressingham Common)	Medium (including from parts of Winfarthing, Shelfanger and Bressingham Common)	Low
	Significance	Major and significant (adverse) (including from parts of Bressingham Common)	Moderate and significant (adverse) (including from parts of Winfarthing, Shelfanger and Bressingham Common)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High (including from parts of Bressingham Common)	Medium (including from parts of Winfarthing, Shelfanger and Bressingham Common)	Low
	Significance	Major and significant (adverse) (including from parts of Bressingham Common)	Moderate and significant (adverse) (including from parts of Winfarthing, Shelfanger and Bressingham Common)	Minor and not significant (adverse)

VRA A10 Burston (Section A)

Description and Visual Baseline

13.4.108 This VRA is located to the east of the Project broadly between Gissing in the north and the edge of Diss in the south. The area is characterised by gently undulating farmland that is dissected by shallow tributaries of the River Waveney in the south. There are small settlements at Gissing, Burston and Snow Street. These settlements are connected by a network of minor roads, many of which are Quiet Lanes. There are areas of common land / open access land along Common Road, north of Gissing, at Brewer's Green and south of Bressingham Road. An existing 400 kV overhead line runs through the east of the area, parallel to the Norwich to Ipswich railway line. There are conservation areas at Gissing and Burston.

13.4.109 Overall, the large scale arable farmland allows for far reaching views across the surrounding landscape, often with wooded horizons. In places, views are framed by

deciduous woodland and hedgerows such as from the areas surrounding Gissing and Burston.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Gissing, Burston and Snow Street and from scattered properties
- People using the network of local PRoW, and open access land
- Horse riders using bridleways
- People travelling along roads including Heywood Road, Burston Road, Durbidge's Hill and the network of local lanes which cross the VRA. A number of lanes are designated as Quiet Lanes: Rectory Road, Long Lane, Back Lane, Audley End and Heywood Road.

Viewpoints

- Viewpoint 1.13 Heywood Road, north of Diss (Figure 7.12.F13) (document reference 7.12) (on the boundary).

Sensitivity

13.4.110 In the VRA, residential receptors and recreational receptors using PRoW, including Quiet Lanes, and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Burston Conservation Area and Gissing Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Diss and District Neighbourhood Plan identifies important views within this area, including from Snow Street and Burston. Therefore, views from within the VRA are of regional / local value.

13.4.111 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.112 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. This would include the movement of vehicles and machinery along haul roads. There would be a loss of trees and vegetation south of Heywood Road as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of existing wood pole lines along the route would be visible in close views from the B1077 Shelfanger Road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Heywood Road at Green Dragon Farm, Heywood Road at Shelfanger Grove, the B1077 Shelfanger Road, Snow Street and Baynard's Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Gissing and Burston. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)** reducing to **negligible and not significant** from Gissing and Burston.

Operation Year 1 (Without Mitigation)

13.4.113 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Heywood Hall. Lower theoretical visibility (up to 23 pylons) is indicated north and east of Bustan, south of Snow Street and north-east of Diss.

13.4.114 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The proposed overhead line is likely to be seem on the skyline, including from Heywood Road (which is a Quiet Lane) and from Snow Street. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.115 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above and filtered by intervening trees and hedgerows. The woodland surrounding Brewers Green common land / open access land would partially screen views from this location, although there would be views of the proposed pylons through gaps in vegetation. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.4.116 The Project would be less perceptible beyond around 1.5 km from the Project due to distance and layers of intervening vegetation filtering and screening views. Although views from Burston and Gissing Conservation Areas are more sensitive than elsewhere, the western edges of the settlements are well wooded and views towards the Project would be screened and filtered by buildings and vegetation. Although there is an existing 400 kV overhead line in the east of the VRA, this is located in the opposite direction to the Project and it is unlikely that it would be seen in the context of the proposed overhead line. The scale of change would be small beyond 1.5 km, reducing to barely perceptible from Gissing and Burston. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)** reducing to **negligible and not significant** from Gissing and Burston.

Mitigation

13.4.117 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.118 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** from Gissing and Burston.

Assessment Summary

13.4.119 Table A13.3.10 summarises the sensitivity and assessment judgements for VRA A10 Burston.

Table A13.3.10 Visual assessment summary for VRA A10 Burston (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low, reducing to barely perceptible from Gissing and Burston
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from Gissing and Burston
Operation Year 1	**Magnitude**	High	Medium	Low, reducing to barely perceptible from Gissing and Burston
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from Gissing and Burston
Operation Year 15	**Magnitude**	High	Medium	Low, reducing to barely from Gissing and Burston
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from Gissing and Burston

VRA A11 Fen Street (Section A)

Description and Visual Baseline

13.4.120 This VRA is located to the west of the Project broadly between the A1066 and River Waveney. The area is characterised by a flat, wide floodplain with gently sloping

valley sides forming a broad valley, with fens and fen woodland/scrub. The main settlements in the area are Bressingham and Fen Street and there are a small number of scattered properties. There is a visitor attraction at Bressingham Steam Museum & Gardens, located to the south of the A1066 which runs east to west along the upper valley sides. Fen Street in the west of the area is a Quiet Lane. The Angles Way long distance path runs through the east of the area. Arable farmland and fenland are interspersed with woodland, including carr woodland and wet pasture, which are more frequent close to the River Waveney.

13.4.121 The majority of views within the area are enclosed by vegetation. There are some open and more distant views including from parts of the Angles Way and Fen Street. Due to the topography of the area, many views have wooded backdrops, including from Fen Lane. This area is small scale and tranquil.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Bressingham, Fen Street and scattered properties
- People using the network of local PRoW and the Angles Way long distance path, and visiting Bressingham Steam Museum & Gardens
- Horse riders using bridleways
- People travelling along the A1066, and the network of local lanes, including Fen Street (Quiet Lane) which cross the VRA.

Viewpoints

- Viewpoint 1.19 Bressingham Steam Museum (Figure 7.12.F19) (document reference 7.12).

Sensitivity

13.4.122 In the VRA, residential receptors and recreational receptors using PRoW, including Fen Street (Quiet Lane) and the Angles Way, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from the Angles Way, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA of local / community value.

13.4.123 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.124 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. This would include the movement of vehicles and machinery along haul roads and PAR including the A1066. The loss of trees and hedgerows east of Freezen Hill as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area between the A1066 and Fen Lane from roads

and PRoW, filtered by vegetation. The undergrounding of an existing wood pole line located to the north of Ling Road would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A1066 High Road, Fen Lane, and the Doit. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.4.125 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates limited theoretical visibility (up to 23 pylons) across the VRA. Theoretical visibility of up to 52 pylons is shown around South Lopham, but the distance and intervening vegetation is likely to screen views.

13.4.126 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The proposed overhead line is likely to be seen on the skyline from along the A1066 (which would pass underneath the Project), from a small number of PRoW, part of the Angles Way and scattered properties. There would be close views from the Angles Way, which would run in parallel to the Project between RG85 and RG87. The proposed overhead line would be visible above hedgerows and woodland. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.127 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above and filtered by intervening trees and hedgerows. There would be intermittent views from the A1066, although from most of the route roadside vegetation would filter and screen views. From the PRoW, a small number of properties and Bressingham Steam Museum & Gardens, views would be filtered by intervening woodland and hedgerow trees (as represented by Viewpoint 1.19 Bressingham Steam Museum (Figure 7.12.F19) (document reference 7.12)). The proposed overhead line would be visible above wooded skylines. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.4.128 Beyond 1.5 km the Project would be less perceptible given the distance and intervening woodland and tree cover. Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Mitigation

13.4.129 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.130 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **negligible and not significant** beyond 1.5 km.

Assessment Summary

13.4.131 Table A13.3.11 summarises the sensitivity and assessment judgements for VRA A11 Fen Street.

Table A13.3.11 Visual assessment summary for VRA A11 Fen Street (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Barely perceptible
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Negligible and not significant
Operation Year 1	**Magnitude**	High	Medium	Barely perceptible
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Negligible and not significant
Operation Year 15	**Magnitude**	High	Medium	Barely perceptible
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Negligible and not significant

VRA A12 Roydon and Diss (Section A)

Description and Visual Baseline

13.4.132 This VRA is located to the east of the Project on the north side of the Waveney Valley. The Waveney Valley is broad, with gently sloping valley sides and a flat valley floor. Most of the VRA is occupied by the market town of Diss and smaller settlement of Roydon, separated by arable fields. There is a network of roads including the A1066 which crosses the area in an east-west direction. The Norwich to Ipswich railway line crosses the east of the area, in a north-south direction. The Angles Way long distance path follows the Waveney Valley and joins the Boudicca Way long distance path in the east of Diss and there are short sections of NCN Route 30 in Diss. There are areas of common land / open access land at Brewer's Green and Roydon Fen as well as a large conservation area in the centre of Diss. The area is predominantly urban in character and surrounded by farmland, with areas of wetland and woodland along the River Waveney and at Roydon Fen Nature Reserve.

13.4.133 Views within settled areas and the A1066 tend to be enclosed by buildings and vegetation. There are more open views from the fringes of the VRA, including from the northern edge of Diss (looking north) and southern edge of Diss (looking south across the Waveney Valley).

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Diss, Roydon and from scattered properties
- People using the network of local PRoW, The Angles Way long distance path, Boudicca Way long distance path and open access land
- People travelling along the A1066 and other main roads which cross through the settlements, and the network of local lanes which radiate out from the settlement.

Viewpoints

- Viewpoint 1.13 Heywood Road, north of Diss (Figure 7.12.F13) (document reference 7.12)
- Viewpoint 1.15 A1066 High Road, west of Roydon (Figure 7.12.F15) (document reference 7.12)
- Viewpoint 1.21 PRoW near Roydon Fen (Figure 7.12.F21) (document reference 7.12)
- Viewpoint 1.22 Doit Lane, near Roydon (Figure 7.12.F22) (document reference 7.12).

Sensitivity

13.4.134 In the VRA, residential receptors and recreational receptors using PRoW, Angles Way and Boudicca Way, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from the Angles Way and Boudicca Way, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Diss and District Neighbourhood Plan identifies important views within this area, including from Roydon, at the Church of St Remigius and at Roydon Fen. Therefore, views are of regional / local value.

13.4.135 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.4.136 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. This would include the movement of vehicles and machinery along haul roads and PAR including the A1066. There would be loss of trees and hedgerows along High Road as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of an existing wood pole line located to the north of Ling Road would be visible in close views. There would be some taller elements, such as partially

constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A1066 High Road, Fen Lane, and The Doit. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**
- Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.4.137 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates limited theoretical visibility (of up to 23 pylons) in Roydon and Diss. Up to 98 pylons are theoretically visible around Frenze, east of Diss, although distance and intervening buildings and vegetation would result in less visibility.

13.4.138 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The proposed overhead line would be seen on the skyline from the A1066 and other local roads (as represented by Viewpoints 1.15 A1066 High Road, west of Roydon (Figure 7.12.F15) (document reference 7.12) and Viewpoint 1.22 Doit Lane, near Roydon (Figure 7.12.F22) (document reference 7.12)). The proposed overhead line would be seen from the Angles Way (which would cross underneath the proposed overhead line) and other PRoW (as represented by Viewpoint 1.21 PRoW near Roydon Fen (Figure 7.12.F21) (document reference 7.12)), as well as parts of Roydon including playing fields and the Church of St Remigius. From Roydon Fen woodland would screen and filter views, although the proposed overhead line may be visible above wooded skylines in some places. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.4.139 In close to medium distance views (between 0.5 km and 1.5 km) the Project would occasionally be seen on the skyline from local roads and parts of the Angles Way and Roydon Fen. Intervening woodland and trees would filter/screen views for some users, with the proposed overhead line appearing above these. In views from settled areas, buildings and vegetation would screen the Project. There would be some open views from the northern edge of Diss, looking north (as represented by Viewpoint 1.13 Heywood Road, north of Diss (Figure 7.12.F13) (document reference 7.12)), however views from within Diss would be screened by built form. Between 0.5 km and 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

13.4.140 Beyond 1.5 km the Project would be less perceptible given the distance and intervening buildings and tree cover. Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Mitigation

13.4.141 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.4.142 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **minor and not significant (adverse)** between 0.5 km and 1.5 km; and **negligible and not significant** beyond 1.5 km.

Assessment Summary

13.4.143 Table A13.3.12 summarises the sensitivity and assessment judgements for A12 Roydon and Diss.

Table A13.3.12 Visual assessment summary for VRA A12 Roydon and Diss (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Low	Barely perceptible
	Significance	Major and significant (adverse)	Minor and not significant (adverse)	Negligible and not significant
Operation Year 1	**Magnitude**	High	Low	Barely perceptible
	Significance	Major and significant (adverse)	Minor and not significant (adverse)	Negligible and not significant
Operation Year 15	**Magnitude**	High	Low	Barely perceptible
	Significance	Major and significant (adverse)	Minor and not significant (adverse)	Negligible and not significant

13.5 Assessment of Effects on VRAs – Section B

VRA B1 Wortham (Section B)

Description and Visual Baseline

13.5.1 This VRA is located to the west of the Project, broadly between Wortham Ling to the north and Gislingham to the south. The area comprises a low-lying and gently undulating farmed plateau, dissected by shallow river valleys. The VRA slopes gently towards the Waveney Valley at its northern edge. There are several settlements in the area, the largest being Wortham, centred around Long Green and either side of the A143. Elsewhere there are smaller scattered settlements and properties along a network of minor roads. The Angles Way long distance path and NCN Route 30 pass through the north of the area, crossing Wortham Ling. There are areas of common land / open access land at The Ling, Long Green and Spears Hill, Great Green, Little

Green, Stubbings Green and The Rookery, Lion Road/Bury Road/Old Bury Road, Wortham. There is a conservation area at Rickinghall, on the edge of the Study Area.

13.5.2 Overall, the area provides a combination of long distance and short distance views. There are some long views from more open and elevated parts of the plateau whilst elsewhere, field boundary vegetation, roadside trees and woodland, including at Burgate Wood and Wortham Ling, provides some enclosure and screens/filters views.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Wortham, Rickinghall, Botesdale Green and Little Green, and from scattered properties
- Horse riders using bridleways
- People using the network of local PRoW, The Angles Way long distance path, NCN Route 30 and common land / open access land
- People travelling along the A143 Bury Road, B1113 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.01 Ling Road, Wortham Ling (Figure 7.12.F23) (document reference 7.12)
- Viewpoint 2.04 Burgate Road, Burgate (Figure 7.12.F25) (document reference 7.12)
- Viewpoint 2.22 Lion Road near St John's House / Goodrich Park (Figure 7.12.F43) (document reference 7.12)
- Viewpoint 2.32 PRoW north of Wortham (Wortham 39) (Figure 7.12.F51) (document reference 7.12)
- Viewpoint 2.49 Burgate Road, south of Little Green (Figure 7.12.F67) (document reference 7.12).

Sensitivity

13.5.3 In the VRA, residential receptors and recreational receptors using PRoW, long distance paths, common land / open access land and NCN routes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Rickinghall Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.5.4 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.5 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the A143, Lion Road (an area of open access land) and B1113. There would be tree and hedgerow loss to the south of Wortham Ling as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a temporary construction compound south of Old Bury Road (RG-Main) from Old Bury Road (an area of open access land) and local PRoW. There would also be close views towards a construction laydown area east of St John's House from Lion Road, nearby PRoWs and properties. The undergrounding of wood pole lines north of Lion Road and south-east of Church View would be visible in close views from nearby roads, properties and PRoW. The construction activity would include the dismantling of part of an existing 132 kV overhead line and its undergrounding, between PKF16 and PKF29. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Ling Road, Millway Lane, Lion Road, A143 Bury Road, Mellisash Road, Burgate Road and Mellis Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible on the outer edges of the Study Area, for example at Rickinghall. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Rickinghall.

Operation Year 1 (Without Mitigation)

13.5.6 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons from around St John's House and The Rookery, Hill House Farm and Cherryfield Plantation. Area of lower theoretical visibility include Wortham and between Great Green and Little Green.

13.5.7 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line is likely to be seen on the skyline and would be prominent. There would be close views towards the overhead line from Wortham Ling (as represented by Viewpoint 2.01 Ling Road, Wortham Ling (Figure 7.12.F23) (document reference 7.12)), with pylons visible above a wooded horizon. There would be close views of the overhead line from the local road and PRoW network (as represented by Viewpoint 2.22 Lion Road near St John's House / Goodrich Park (Figure 7.12.F43) (document reference 7.12)), as well as NCN Route 30 and the Angles Way, scattered properties and small settlements including Little Green (as represented by Viewpoint

2.49 Burgate Road, south of Little Green (Figure 7.12.F67) (document reference 7.12)). Between RG97 and RG109 the Project would follow the route of an existing 132 kV overhead line, which would be undergrounded to accommodate the Project. The existing 132 kV pylon PKF15 would be altered to include a platform to accommodate the undergrounding. The Project would be larger in scale than the existing overhead line. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.5.8 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline above intervening layers of vegetation from the local road and PRoW network (as represented by Viewpoint 2.04 Burgate Road, Burgate (Figure 7.12.F25) (document reference 7.12)), including the Angles Way. There would be visibility from scattered properties and the fringes of Wortham and Great Green. As noted above, the Project would follow the route of an existing 132 kV overhead line which is present in baseline views. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.5.9 Beyond 1.5 km visibility of the Project would reduce, due to distance and layers of intervening field boundary vegetation and woodland which would screen and filter views, including from Wortham (as represented by Viewpoint 2.32 PRoW north of Wortham (Wortham 39) (Figure 7.12.F51) (document reference 7.12)). Beyond 1.5 km the scale of change would be small, reducing to barely perceptible on the outer edges of the Study Area, for example at Rickinghall. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Rickinghall.

Mitigation

13.5.10 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.11 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** on the outer edges of the Study Area.

Assessment Summary

13.5.12 Table A13.3.13 summarises the sensitivity and assessment judgements for B1 Wortham.

Table A13.3.13 Visual assessment summary for VRA B1 Wortham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low, reducing to barely perceptible at Rickinghall

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant at Rickinghall
Operation Year 1	**Magnitude**	High	Medium	Low, reducing to barely perceptible at Rickinghall
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant at Rickinghall
Operation Year 15	**Magnitude**	High	Medium	Low, reducing to barely perceptible at Rickinghall
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant at Rickinghall

VRA B2 Palgrave (Section B)

Description and Visual Baseline

13.5.13 This VRA is located to the east of the Project, broadly between Diss to the north and Thrandeston in the south. The area comprises part of the Waveney Valley and one of its tributaries, with rolling valley sides and a gently undulating plateau top. The main settlements in the area are small villages and hamlets, with distinct medieval churches. The largest settlements are Palgrave, which lies on higher ground above the Waveney Valley, and Thrandeston. The area is crossed by the A143, running broadly east-west, and the Norwich to Ipswich railway line, running north-south. NCN Route 30 and Millway Lane which is a Quiet Lane pass through the VRA. There are areas of common land / open access land at The Marsh, Little Green and Furze Way, near Thrandeston as well as a conservation area in the centre of Thrandeston and the centre of Palgrave. The area is characterised by farmland and has a well-wooded structure created by layers of woodland, field boundary hedgerows and vegetation alongside road and rail infrastructure.

13.5.14 There are some open and long distance views from the gently undulating plateau. Views from the shallow tributaries of the River Waveney are more enclosed. Layers of vegetation including woodland and hedgerows screen/filter views from some areas.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Palgrave, Great Green, Stuston and Thrandeston and from scattered properties
- People using the network of local PRoW, NCN Route 30 and common land / open access land

- People travelling along the A143 Old Bury Road and the network of local lanes, including Millway Lane (Designated Lane) which cross the VRA.

Viewpoints

- Viewpoint 2.03 PRoW Palgrave (Palgrave 5/6) (Figure 7.12.F24) (document reference 7.12)
- Viewpoint 2.31 New Road / PRoW north-east of Thrandeston (Thrandeston 5) (Figure 7.12.F50) (document reference 7.12).

Sensitivity

13.5.15 In the VRA, residential receptors and recreational receptors using PRoW, including Designated Lane, common land / open access land, and users of NCN route are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Palgrave and Thrandeston Conservation Areas, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Diss and District Neighbourhood Plan identifies important views within this area, including from Palgrave. Therefore, views are of regional / local value.

13.5.16 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.17 Construction activity including vegetation removal and third-party works would be visible along the western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the A143. The loss of hedgerows and vegetation due to the Project and the undergrounding of the existing cable south of Palgrave as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area east of St John's House from Lion Road, nearby PRoWs and properties. The undergrounding of an existing 132 kV overhead line, between PKF31 and PKF35 and several wood pole lines north of Lion Road would be visible in close views from nearby roads, properties and PRoW, and would directly impact the Open Access Land at The Marsh and Furze Way. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Ling Road, Millway Lane, Lion Road, and the A143 Bury Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium along the A143 near The Grange. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)** reducing to **moderate and significant (adverse)** along the A143
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from Palgrave and Thrandeston. The magnitude of effect would be medium,

reducing to low. The effect would be **moderate and significant (adverse)** reducing to **minor and not significant (adverse)** from Palgrave and Thrandeston

- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the north-east of the VRA at Stuston. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)** reducing to **negligible and not significant** at Stuston.

Operation Year 1 (Without Mitigation)

13.5.18 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons south-west of Palgrave and east of Thrandeston. Areas of lower visibility are indicted within Palgrave, around The Marsh and north of Thrandeston.

13.5.19 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views, including views west from Millway Lane (Quiet Lane) and from NCN Route 30. Views would be filtered in places by intervening hedgerows and roadside vegetation, including from along the A143 near The Grange. An existing 132 kV overhead line runs through the VRA, which would be undergrounded and removed from views south of Palgrave. The last remaining pylon would be replaced with a terminal pylon supporting a CSE platform. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium along the A143 near The Grange. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)** reducing to **moderate and significant (adverse)** along the A143.

13.5.20 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be visible on the skyline and filtered and screened in places by roadside and field boundary vegetation. In the north, the Project would be visible as it crosses the Waveney Valley (as represented by Viewpoint 2.03 PRoW Palgrave (Palgrave 5/6) (Figure 7.12.F24) (document reference 7.12)). The western edge of Palgrave and western edge of Thrandeston are well vegetated and the Project is unlikely to be particularly perceptible from these settlements, including from the conservation area, except in glimpsed views. Part of an existing 132 kV overhead line would be removed from views south of Palgrave. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from Palgrave and Thrandeston. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)** reducing to **minor and not significant (adverse)** from Palgrave and Thrandeston.

13.5.21 There would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility would reduce with distance and intervening vegetation screening and filtering views (as represented by Viewpoint 2.31 New Road / PRoW north-east of Thrandeston (Thrandeston 5) (Figure 7.12.F50) (document reference 7.12)), including from the north-east of the VRA at Stuston where the landform would contribute to this screening. An existing 400 kV overhead line is located in the south-east of the VRA, and the Project would appear smaller and more distant in views from this location, in comparison. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the north-east of the VRA at Stuston. The magnitude of effect would be low, reducing to barely perceptible. The effect would be

minor and not significant (adverse) reducing to **negligible and not significant** at Stuston.

Mitigation

13.5.22 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.23 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **moderate and significant (adverse)** along the A143; **moderate and significant (adverse)** between 0.5 km and 1.5 km reducing to **minor and not significant (adverse)** from Palgrave and Thrandeston; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** at Stuston.

Assessment Summary

13.5.24 Table A13.3.14 summarises the sensitivity and assessment judgements for B2 Palgrave.

Table A13.3.14 Visual assessment summary for VRA B2 Palgrave (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, reducing to medium from the A143 near The Grange	Medium, reducing to low from Palgrave and Thrandeston	Low, reducing to barely perceptible from Stuston
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from the A143 near The Grange	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Palgrave and Thrandeston	Minor and not significant (adverse), reducing to negligible and not significant from Stuston
Operation Year 1	**Magnitude**	High, reducing to medium from the A143 near The Grange	Medium, reducing to low from Palgrave and Thrandeston	Low, reducing to barely perceptible from Stuston
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from the A143 near The Grange	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Palgrave and Thrandeston	Minor and not significant (adverse), reducing to negligible and not significant from Stuston

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 15	**Magnitude**	High, reducing to medium from the A143 near The Grange	Medium, reducing to low from Palgrave and Thrandeston	Low, reducing to barely perceptible from Stuston
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from the A143 near The Grange	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Palgrave and Thrandeston	Minor and not significant (adverse), reducing to negligible and not significant from Stuston

VRA B3 Mellis (Section B)

Description and Visual Baseline

13.5.25 This VRA is located to the east of the Project, broadly between Thrandeston to the north and Thornham Park in the south. The area comprises a gently undulating farmed plateau which gradually increases in elevation from north to south-west of the area, dissected by small river valleys. The largest settlement is Mellis, located to the east and west of the Norwich to Ipswich railway line and centred around Mellis Common. Elsewhere there are smaller scattered settlements and properties along a network of minor roads. There are areas of common land / open access land at Mellis Common, Mellisash Road and Mellis Green. NCN Route 30 passes through the north of the area and the common land / open access land. The existing Bramford to Norwich overhead line is in the east of the area running past Yaxley and Thornham Parva. The majority of the area is farmland, except in the south where woodland predominates around Thornham Park.

13.5.26 There are some open, long views from the slightly elevated plateau. Elsewhere, field boundary vegetation and woodland provide enclosure and screens/filters views, including around the wooded Thornham Park.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Yaxley, Thornham and scattered properties. People using the network of local PRoW, and common land / open access land
- Horse riders using bridleways
- People visiting Thornham Park, which is a visitor destination (including café, artisan businesses, fishing and holiday lets)
- People travelling along Thornham Road and the network of local lanes which cross the VRA, including along NCN Route 30.

Viewpoints

- Viewpoint 2.05 Mellis Road, Mellis Green (Figure 7.12.F26) (document reference 7.12)
- Viewpoint 2.33 Mellis Road, south of Thrandeston (Figure 7.12.F52) (document reference 7.12)
- Viewpoint 2.39 Thornham Road, Thornham Park (Figure 7.12.F57) (document reference 7.12).

Sensitivity

13.5.27 In the VRA, residential receptors and recreational receptors using PRoW, common land / open access land and NCN Route 30, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Mellis Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.5.28 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.29 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and at a temporary construction laydown area. There would be vegetation loss west of Mellis due to the Project and undergrounding of an existing overhead line. There would be construction activity associated with the undergrounding of part of an existing 132 kV overhead line at PK 30, which would impact the Open Access Land north of Mellis and along Mellisash Road, and at Furze Way. The undergrounding of wood pole lines south-east of Church View would be visible in close views from nearby roads, properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection would be visible where the overhead line crosses Mellisash Road, Burgate Road and Mellis Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Thornham Park. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Thornham Park.

Operation Year 1 (Without Mitigation)

13.5.30 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Greens Farm and Mellis Lodge. Areas of lower theoretical visibility are shown around Mellis and Thornham Parva.

13.5.31 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent. North of Mellis the Project would follow the route of an existing 132 kV overhead line, which would be removed and undergrounded. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.5.32 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, due to the relatively flat nature of the landform, including from Mellis Common (open access land) and the north and western edges of Mellis (including from the conservation area) (as represented by Viewpoint 2.05 Mellis Road, Mellis Green (Figure 7.12.F26) (document reference 7.12)). There would be some filtering of views from intervening hedgerows and trees (although filtering would be minimal from the north-west of Mellis Green). This would not be out of context for existing views as the Project would follow the route of an existing 132 kV overhead line to the north and west of Mellis, albeit the pylons of the Project would be larger in scale and more prominent in views. Views from Thrandeston would be filtered by vegetation (as represented by Viewpoint 2.33 Mellis Road, south of Thrandeston (Figure 7.12.F52) (document reference 7.12)). Views from Thornham Park would be filtered and screened by woodland (as represented by Viewpoint 2.39 Thornham Road, Thornham Park (Figure 7.12.F57) (document reference 7.12)). Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.5.33 There would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility would reduce with distance and layers of intervening vegetation screening and filtering views. Views from the east of the VRA would be seen in the context of an existing 400 kV overhead line to the west of Yaxley which would be closer to receptors in this area. Dense woodland surrounding Thornham Park is likely to screen views towards the Project from this recreational receptor. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Thornham Park. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Thornham Park.

Mitigation

13.5.34 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.35 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between

0.5 km and 1.5 km; and **minor and not significant (adverse)**, reducing to **negligible and not significant** at Thornham Park.

Assessment Summary

13.5.36 Table A13.3.15 summarises the sensitivity and assessment judgements for B3 Mellis.

Table A13.3.15 Visual assessment summary for VRA B3 Mellis (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low, reducing to barely perceptible from Thornham Park
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from Thornham Park
Operation Year 1	**Magnitude**	High	Medium	Low, reducing to barely perceptible from Thornham Park
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from Thornham Park
Operation Year 15	**Magnitude**	High	Medium	Low, reducing to barely perceptible from Thornham Park
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from Thornham Park

VRA B4 Finningham and Gislingham (Section B)

Description and Visual Baseline

13.5.37 This VRA is located to the west of the Project, broadly between Gislingham in the north and Gipping to the south. The area comprises a flat to gently undulating farmed plateau dissected by shallow river valleys. There are small pockets of woodland. The largest settlements are Gislingham, Finningham, Bacton and Cotton. Elsewhere there are smaller settlements and properties along a network of minor roads. The Norwich to Ipswich railway line passes through the area in a broadly north-south direction and the long distance Middy Railway Footpath passes through the south of the area. There is an area of common land / open access land along the Wickham Lane north of Dandy Corner. There is a conservation area located in Finningham.

13.5.38 There are some long views from more open and elevated parts of the plateau whilst elsewhere, field boundary vegetation and woodland provide enclosure and screens/filters views. Outward views from within settlements are partially screened by buildings and filtered by vegetation around the settlements.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Gislingham, Finningham, Cotton, Bacton and from scattered properties
- People using the network of local PRoW and Middy Railway Footpath
- Horse riders using bridleways
- People travelling along the B1113 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.06 Mill Street, west of Gislingham (Figure 7.12.F27) (document reference 7.12)
- Viewpoint 2.07 PRoW south of Gislingham (Gislingham 25) (Figure 7.12.F28) (document reference 7.12)
- Viewpoint 2.09 PRoW Dandy Corner (Cotton 18) (Figure 7.12.F30) (document reference 7.12)
- Viewpoint 2.11 Middy Railway Footpath neat Stonham Road (Figure 7.12.F32) (document reference 7.12)
- Viewpoint 2.34 Mendlesham Road / Potters Lane, Cotton (Figure 7.12.F53) (document reference 7.12)
- Viewpoint 2.42 PRoW south of Finningham (Finningham 16) (Figure 7.12.F60) (document reference 7.12).

Sensitivity

13.5.39 In the VRA, residential receptors and recreational receptors using PRoW and the Middy Railway Footpath are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from within Finningham Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.5.40 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.41 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the

B1113 and Westhorpe Road. Most trees, including veteran trees remain unaffected by the development of the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of a construction laydown area north of Elm Pollard (east of Finningham) from nearby PRoWs. The undergrounding of wood pole lines between Red House Farm and Starhouse Farm, north of Potters Lane, east of Eldens Lane Farm and north of Lamberts Lane Farm would be visible in close view from nearby roads, properties and PRoW. The erection of crossing protection scaffolding and undergrounding of a BT overhead line would directly affect the Open Access Land along Wickham Lane. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Thornham Road, the East Suffolk Railway Line, Wickham Road, Wickham Lane, Mendlesham Road, Potters Lane and Lamberts Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium from the eastern edge of Gislingham. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** at Gislingham
- Between 0.5 km and 1.5 km the scale of change would be small, increasing to medium from the PRoW and local road network on the more open farmland east of Cotton. The magnitude of effect would be low, increasing to medium. The effect would be **minor and not significant (adverse)**, increasing to **moderate and significant (adverse)** east of Cotton
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.5.42 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons from west of Gislingham, Redhouse Farm and Bacton Green. Area of lower theoretical visibility are indicated within and west of Finningham and within Gislingham.

13.5.43 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line would be filtered and screened in places by intervening high hedgerows and woodland but is likely to be seen on the skyline and relatively prominent in views, including from the Middy Railway Footpath (as represented by Viewpoint 2.07 PRoW south of Gislingham (Gislingham 25) (Figure 7.12.F28) (document reference 7.12), Viewpoint 2.09 PRoW Dandy Corner (Cotton 18) (Figure 7.12.F30) (document reference 7.12), Viewpoint 2.11 Middy Railway Footpath neat Stonham Road (Figure 7.12.F32) (document reference 7.12) and Viewpoint 2.34 Mendlesham Road / Potters Lane, Cotton (Figure 7.12.F53) (document reference 7.12)). Woodland, vegetation along property boundaries and hedgerows would filter views towards the Project from the eastern edge of Gislingham. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium from the eastern edge of Gislingham. The magnitude of effect would be high, reducing to medium. The effect

would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** at Gislingham.

13.5.44 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be filtered and screened by intervening woodland and mature boundary vegetation. Where visible in glimpsed views (as represented by Viewpoint 2.42 PRoW south of Finningham (Finningham 16) (Figure 7.12.F60) (document reference 7.12)), it would be mainly visible on the skyline. Buildings would largely screen views towards the Project from within the settlements of Gislingham, Finningham and Cotton. Between 0.5 km and 1.5 km the scale of change would be small, increasing to medium from the PRoW and local road network on the more open farmland east of Cotton. The magnitude of effect would be low, increasing to medium. The effect would be **minor and not significant (adverse)**, increasing to **moderate and significant (adverse)** east of Cotton.

13.5.45 There would be a reduction in visibility from beyond 1.5 km from the Project, as perceptibility would reduce with distance and layers of intervening vegetation screening and filtering views (as represented by Viewpoint 2.06 Mill Street, west of Gislingham (Figure 7.12.F27) (document reference 7.12)). In the south of the VRA, the Project would be seen in the context of an existing 132 kV overhead line and so would not be out of context for existing views. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.5.46 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.47 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **moderate and significant (adverse)** at Gislingham; **minor and not significant (adverse)** between 0.5 km and 1.5 km, increasing to **moderate and significant (adverse)** east of Cotton; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.5.48 Table A13.3.16 summarises the sensitivity and assessment judgements for B4 Finningham and Gislingham.

Table A13.3.16 Visual assessment summary for VRA B4 Finningham and Gislingham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, reducing to medium from the eastern edge of Gislingham.	Low, increasing to medium east of Cotton.	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from the eastern edge of Gislingham.	Minor and not significant (adverse), increasing to moderate and significant (adverse) east of Cotton.	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High, reducing to medium from the eastern edge of Gislingham.	Low, increasing to medium east of Cotton.	Low
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from the eastern edge of Gislingham.	Minor and not significant (adverse), increasing to moderate and significant (adverse) east of Cotton.	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High, reducing to medium from the eastern edge of Gislingham.	Low, increasing to medium east of Cotton.	Low
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from the eastern edge of Gislingham.	Minor and not significant (adverse), increasing to moderate and significant (adverse) east of Cotton.	Minor and not significant (adverse)

VRA B5 Wickham Skeith and Mendlesham (Section B)

Description and Visual Baseline

13.5.49 This VRA is located to the east of the Project, broadly between Thornham Magna in the north and Middlewood Green in the south. The VRA is a gently undulating farmland plateau, crossed by shallow river valleys including that of the Mendlesham Stream. The largest settlements Thornham Magna and Wickham Skeith are in the north of the area whilst Mendlesham and Mendlesham Green are in the south, connected by a network of minor roads (including Quiet Lanes). The Mid Suffolk Footpath and Middy Railway Footpath long distance paths weave in and out of the area and an existing 400 kV overhead line crosses the area in a north-south direction. There is an area of common land / open access land along Wickham Lane north of Wickham Abbey Farm. There are conservation areas in the centre of

Wickham Skeith and Mendlesham. The majority of the landscape is farmland, with field boundary hedgerows and trees. There are several areas of woodland including Mendlesham Woods, Billingford Wood, Dormer's Wood and New Wood. There is the Edinburgh Belt and a few plantations around the north of the area.

13.5.50 There is a combination of open and enclosed views from the area. There are some long views from more open and elevated parts of the plateau such as around Wood Hall in Thornham Magna. Elsewhere, valley landforms, field boundary vegetation and woodland provide enclosure and screens/filters views. Outward views from within settlements are partially screened by buildings and filtered by vegetation around the settlements.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Thornham Magna, Wickham Skeith, Mendlesham, Mendlesham Green, and Middlewood Green and from scattered properties
- People using the network of local PRoW, the Middy Railway Footpath and the Mid Suffolk Footpath
- Horse riders using bridleways
- People travelling along Wickham Street, and the network of local lanes which cross the VRA. Hoggars Road, Oak Farm Lane, Wash Lane and Tan Office Lane are designated as Protected Lanes.

Viewpoints

- Viewpoint 2.08 Wickham Street (Figure 7.12.F29) (document reference 7.12)
- Viewpoint 2.10 Whiteup's Lane, north of Mendlesham Green (Figure 7.12.F31) (document reference 7.12)
- Viewpoint 2.23 Road south of Elm Pollard, west of Wickham Skeith (Figure 7.12.F44) (document reference 7.12)
- Viewpoint 2.24 PRoW near Mendlesham Hall, west of Mendlesham (Mendlesham 55) (Figure 7.12.F45) (document reference 7.12)
- Viewpoint 2.41 Mid Suffolk Footpath near Mendlesham Green (Figure 7.12.F59) (document reference 7.12)
- Viewpoint 2.43 PRoW, Middlewood Green (Earl Stonham 8) (Figure 7.12.F61) (document reference 7.12)
- Viewpoint 2.50 Wickham Road, south of Wickham Skeith (Figure 7.12.F68) (document reference 7.12)
- Viewpoint 2.53 Mid Suffolk Footpath near Mendlesham (Figure 7.12.F71) (document reference 7.12).

Sensitivity

13.5.51 In the VRA, residential receptors and recreational receptors using PRoW and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Wickham and

Mendlesham Conservation Areas, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Mendlesham Neighbourhood Plan identifies important views within this area, including out of Mendlesham village. Therefore, views from within the VRA are of regional / local value.

13.5.52 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.53 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be tree and hedgerow loss to the north of Abbey Farm Cottages and the undergrounding of an existing wood pole line at Starhouse Farm as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of wood pole lines between Red House Farm and Starhouse Farm, north of Potters Lane and east of Eldens Lane Farm, north of Lamberts Lane Farm, East of Palgrave Farm and Owls Farm would be visible in close view from nearby roads, properties and PRoW. The erection of crossing protection scaffolding and undergrounding of a BT overhead line would directly affect the Open Access Land along Wickham Lane. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Thornham Road, the East Suffolk Railway Line, Wickham Road, Wickham Lane, Mendlesham Road, Potters Lane and Lamberts Lane, and Old Hundreds Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible within Thornham Magna and within the tributary valleys east of Mendlesham. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Thornham Magna and east of Mendlesham.

Operation Year 1 (Without Mitigation)

13.5.54 The ZTV show on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates high theoretical visibility of up to 98 pylons between Wickham Green and Hawkins Farm. Areas of lower theoretical visibility are shown around Thornham Magna, Wickham Street and within Mendlesham.

13.5.55 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views with little filtering (as represented by Viewpoint 2.23 Road south of Elm Pollard, west

of Wickham Skeith (Figure 7.12.F44) (document reference 7.12), Viewpoint 2.24 PRoW near Mendlesham Hall, west of Mendlesham (Mendlesham 55) (Figure 7.12.F45) (document reference 7.12), Viewpoint 2.41 Mid Suffolk Footpath near Mendlesham Green (Figure 7.12.F59) (document reference 7.12) and Viewpoint 2.43 PRoW, Middlewood Green (Earl Stonham 8) (Figure 7.12.F61) (document reference 7.12)). An exception to this is where hedgerows along Hoggars Lane would filter and screen views in places from along this Quiet Lane and along the Middy Railway Footpath, although the Project would still be prominent in gaps in this vegetation. In the south of the VRA, the Project would be seen in the context of an existing 132 kV overhead line but would appear larger and closer in comparison. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.5.56 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, filtered in places by woodland and mature boundary trees (as represented by Viewpoints 2.08 Wickham Street (Figure 7.12.F29) (document reference 7.12) and Viewpoint 2.10 Whiteup's Lane, north of Mendlesham Green (Figure 7.12.F31) (document reference 7.12)), including from the Mid Suffolk Footpath. Filtering and screening due to intervening vegetation would be more prevalent in the north of the VRA where woodland cover is higher. Vegetation and buildings within the settlements of Wickham Skeith, including the conservation area, Mendlesham Green and Middlewood Green would further filter and screen views out from these areas. The Project would be seen in the context of an existing 400 kV overhead line which would appear at a similar scale and distance as the Project. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.5.57 The would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility would reduce with distance and layers of intervening vegetation screening and filtering views. This is particularly the case at Thornham Magna where landform and vegetation would screen and heavily filter views. Buildings and vegetation within the settlement of Mendlesham, including the conservation area, would further screen and filter views. There would be reduced visibility of the Project from within the shallow tributary valleys, including along the Mid Suffolk Footpath. When visible, such as from more elevated plateau areas, the Project would be small and distant in comparison to the existing 400 kV overhead line. The scale of change would be small beyond 1.5 km, reducing to barely perceptible within Thornham Magna and within the tributary valleys east of Mendlesham. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Thornham Magna and east of Mendlesham.

Mitigation

13.5.58 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.59 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km,

reducing to **negligible and not significant** at Thornham Magna and east of Mendlesham.

Assessment Summary

13.5.60 Table A13.3.17 summarises the sensitivity and assessment judgements for B5 Wickham Skeith and Mendlesham.

Table A13.3.17 Visual assessment summary for VRA B5 Wickham Skeith and Mendlesham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	Magnitude	High	Medium	Low, reducing to barely perceptible at Thornham Magna and valleys east of Mendlesham
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant at Thornham Magna and valleys east of Mendlesham
Operation Year 1	Magnitude	High	Medium	Low, reducing to barely perceptible at Thornham Magna and valleys east of Mendlesham
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant at Thornham Magna and valleys east of Mendlesham
Operation Year 15	Magnitude	High	Medium	Low, reducing to barely perceptible at Thornham Magna and valleys east of Mendlesham
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant at Thornham Magna and valleys east of Mendlesham

VRA B6 Stowupland (Section B)

Description and Visual Baseline

13.5.61 This VRA is located to the west of the Project, broadly between Gipping in the north and Creeting St Peter in the south. The area comprises a flat to gently undulating farmed plateau, dissected by shallow river valleys including the upper course of the River Gipping and its tributaries. The largest settlements are Stowupland and Creeting St Peter which are in the south of the area. Elsewhere there are smaller settlements and properties such as at Gipping and Saxham Street, along a network of roads. The A14 forms the southern edge of the area. Stowupland is crossed by numerous local PRoW which connect to the Mid Suffolk Footpath, broadly following the course of the River Gipping. The area contains The Middy Railway Footpath which crosses the area in the north near Brown Street. An existing 132 kV overhead line crosses the area in a north-south direction. From the eastern edge of the VRA there are distant views to other infrastructure to the east, including an existing 400 kV overhead line, filtered by intervening vegetation. There is a large woodland in the north of the area, Gipping Great Wood, which is surrounded by plantations and smaller areas of woodland. Most of the area is farmland with intact hedgerows.

13.5.62 In the north of the area, near Gipping, there are open and long views across farmland. There are some long views from more open and elevated parts of the plateau such as near Saxham Street. Elsewhere, valley landforms, field boundary vegetation, woodland and buildings provide enclosure and screen/filter views.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Gipping, Brown Street, Saxham Street, Stowupland, Creeting St Peter and other scattered properties
- People using the network of local PRoW, and long distance footpaths (Middy Railway Footpath and Mid Suffolk Footpath)
- Horse riders using bridleways
- People travelling along the A1120 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.12 Mid Suffolk Footpath/ Gipping Road, west of Saxham Street (Figure 7.12.F33) (document reference 7.12)
- Viewpoint 2.13 PRoW south of Stowupland (Stowupland 28) (Figure 7.12.F34) (document reference 7.12)
- Viewpoint 2.14 Creeting Lane, Creeting St Peter (Figure 7.12.F35) (document reference 7.12).

Sensitivity

13.5.63 In the VRA, residential receptors and recreational receptors using PRoW and long distance footpaths are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any

designated landscapes or landmarks. The Stowupland Neighbourhood Plan identifies important views from this area, including from Stowupland and from the Mid Suffolk Way. Therefore, views are of regional / local value.

13.5.64 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.65 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the A1120 and Bell's Lane. There would be tree and hedgerow loss due to the Project to the east of Gipping and to the east of Rookery Farm due to the undergrounding of existing wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area north of the A1120 Bell's Lane (east of Stowupland) from the road and nearby PRoW. There would also be close views towards a satellite compound in the adjacent VRA, south of A1120 Bell's Lane (RG-Sate2) from the A1120 and nearby PRoW. The undergrounding of existing wood pole lines east of Rookery Farm, Saxham Street and east of Creeting St Peter would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Old Hundred Lane, a minor road south of Owls farm running between Saxon Street and Blacksmiths Lane, and the A1120 Bells Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium along Saxham Street. The magnitude of effect would be high, reducing to medium along Saxham Street. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** along Saxham Street
- Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large from Creeting St Peter where slightly elevated views towards the Project would be available. The magnitude of effect would be medium, increasing to high at Creeting St Peter. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** at Creeting St Peter
- The scale of change would be small beyond 1.5 km, reducing to barely perceptible from within the inner areas of Stowupland. The magnitude of effect would be low, reducing to barely perceptible in Stowupland. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Stowupland.

Operation Year 1 (Without Mitigation)

13.5.66 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates high theoretical visibility of up to 98 pylons east of Stowupland and Creeting St Peter and from Mount Pleasant at a further distance. Lower theoretical visibility is shown within Stowupland and south of Old Newton.

13.5.67 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line is likely to be seen on the skyline, above intervening field boundary vegetation, including from the Mid Suffolk Footpath, and would be prominent in views, including from Bells Lane. Views from Saxham Street would be partially screened and filtered by intervening tree planting along the road and at properties, although glimpsed views would be available towards the Project. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium along Saxham Street. The magnitude of effect would be high, reducing to medium along Saxham Street. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** along Saxham Street.

13.5.68 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows (as represented by Viewpoint 2.12 Mid Suffolk Footpath/ Gipping Road, west of Saxham Street (Figure 7.12.F33) (document reference 7.12)), including from the Middy Railway Footpath. From Creeting St Peter there would be relatively open views towards the Project, with the overhead line visible on the skyline to the east and north-east on a neighbouring slight ridge (as represented by Viewpoint 2.14 Creeting Lane, Creeting St Peter (Figure 7.12.F35) (document reference 7.12)). In some views, such as from the east of Stowupland the Project would be seen beyond an existing 132 kV overhead line. Although there would be a slight reduction in visibility within the shallow Gipping Valley, the Project would still be noticeable on the skyline above vegetation. Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large from Creeting St Peter where slightly elevated views towards the Project would be available. The magnitude of effect would be medium, increasing to high at Creeting St Peter. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** at Creeting St Peter.

13.5.69 There would be a reduction in visibility from beyond around 1.5 km from the Project, where perceptibility of the Project would reduce with distance and layers of intervening vegetation filtering and screening views, particularly from the west of the VRA within the small tributary valleys, including east of Old Newton. Views of the Project would be seen in the context of an existing 132 kV overhead line which would be more noticeable in views. Within Stowupland, views would be partially screened by buildings from within the settlement, limiting views to the eastern edges (as represented by Viewpoint 2.13 PRoW south of Stowupland (Stowupland 28) (Figure 7.12.F34) (document reference 7.12)). The scale of change would be small beyond 1.5 km, reducing to barely perceptible from within the inner areas of Stowupland. The magnitude of effect would be low, reducing to barely perceptible in Stowupland. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Stowupland.

Mitigation

13.5.70 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.71 The effects of the Project would remain as in Operation Year 1: major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) along Saxham Street; **moderate and significant (adverse)** between 0.5 km and 1.5 km,

increasing to **major and significant (adverse)** at Creeting St Peter; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** at Stowupland.

Assessment Summary

13.5.72 Table A13.3.18 summarises the sensitivity and assessment judgements for B6 Stowupland.

Table A13.3.18 Visual assessment summary for VRA B6 Stowupland (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, reducing to medium at Saxham Street.	Medium, increasing to large from Creeting St Peter.	Low, reducing to barely perceptible from within the inner areas of Stowupland
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) at Saxham Street	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from within the inner areas of Stowupland
Operation Year 1	**Magnitude**	High reducing to medium at Saxham Street	Medium, increasing to large from Creeting St Peter.	Low, reducing to barely perceptible from within the inner areas of Stowupland
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) at Saxham Street	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from within the inner areas of Stowupland
Operation Year 15	**Magnitude**	High, reducing to medium at Saxham Street	Medium, increasing to large from Creeting St Peter.	Low, reducing to barely perceptible from within the inner areas of Stowupland
	Significance	Major and significant (adverse), reducing to	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		moderate and significant (adverse) at Saxham Street		not significant from within the inner areas of Stowupland

VRA B7 Forward Green and Creeting St Mary (Section B)

Description and Visual Baseline

13.5.73 This VRA is located to the east of the Project, broadly between Middlewood Green to the north and Creeting St Mary in the south. The area comprises the gently undulating valley of the Jordan Watercourse (a tributary of the River Gipping), rising to a gently undulating plateau to the north, east and west. The largest settlements are Little Stonham, Forward Green and Creeting St Mary. Elsewhere there are smaller settlements and properties along a network of roads including the A1120. The A14 forms the southern edge of the area. There is a network of PRoW which follow the valley floors and cross the gently undulating plateau. NCN Route 51 passes through the south of the area. An existing 400 kV overhead line crosses the east of the area in a north-south direction. The majority of the area is farmland with field boundary hedgerows and trees. There are small pockets of woodland across the area with larger woodlands in the south.

13.5.74 Overall, the area provides long distance open views across farmland. There are some long views from more open and elevated parts of the plateau. Elsewhere, valley landforms, field boundary vegetation and woodland provide enclosure and screens/filters views especially along lanes and within settlements.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Little Stonham, Forward Green, Creeting St Mary and other small settlements
- People using the network of local PRoW and NCN Route 51
- Horse riders using bridleways
- People travelling along the A1120, A14 Old Bury Road and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.40 A1120, Forward Green (Figure 7.12.F58) (document reference 7.12)
- Viewpoint 2.44 Fen Lane, near Woolney Hall, north of Creeting St Mary (Figure 7.12.F62) (document reference 7.12).

Sensitivity

13.5.75 In the VRA, residential receptors and recreational receptors using PRoW, and users of NCN routes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less

susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.5.76 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.77 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be trees and hedgerows affected to the west of Earl Stonham due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area north of the A1120 Bell's Lane (east of Stowupland) from A1120 Bell's Lane and nearby PRoW. There would also be close views towards a satellite compound south of A1120 Bell's Lane (RG-Sate2) from the A1120 and nearby PRoW. There would also be views towards the satellite compound from the western edge of Broad Green, filtered by vegetation. The undergrounding of existing wood pole lines east of Creeting St Peter would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses a minor road south of Owls farm running between Saxon Street and Blacksmiths Lane, and the A1120 Bells Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from the Jordan Valley. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)** reducing to **negligible and not significant** in the Jordan Valley
- Beyond 1.5 km the scale of change would be small, reducing to none from Deerbolt Hall and Creeting Bottoms. The magnitude of effect would be low, reducing to none. The effect would be **minor and not significant (adverse)**, reducing to **no effect (not significant)** at Deerbolt Hall and Creeting Bottoms.

Operation Year 1 (Without Mitigation)

13.5.78 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates high theoretical visibility of up to 98 pylons along the Project line and around howe Farm. Areas of lower theoretical visibility are shown north and south of Forward Green.

13.5.79 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views, including from receptors between Bells Lane and Broad Green (in the north-west of the VRA). Vegetation removed during construction would be reinstated,

although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.5.80 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows (as represented by Viewpoint 2.44 Fen Lane, near Woolney Hall, north of Creeting St Mary (Figure 7.12.F62) (document reference 7.12)), including from Forwards Green and Creeting St Mary which is in a slightly elevated position (although roadside and garden boundary vegetation would filter views). Views towards the Project would be screened and filtered from within the Jordan valley due to the landform and the dense vegetation which follows this watercourse. This includes from views at The Fens and Woolney Hall. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from the Jordan Valley. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)** reducing to **negligible and not significant** in the Jordan Valley.

13.5.81 There would be a reduction in visibility from beyond around 1.5 km from the Project. Perceptibility of the Project would reduce with distance, with the landform and/or layers of intervening vegetation filtering and screening views (as represented by Viewpoint 2.40 A1120, Forward Green (Figure 7.12.F58) (document reference 7.12)), including from NCN Route 51. The landform of the Jordan Valley and vegetation would limit views south of Earl Stonham. The landform of a tributary valley would limit views from the fields east of Creeting St Mary. It is unlikely there would be views from Deerbolt Hall, and Creeting Bottoms which is surrounded by woodland. From beyond 2 km the Project would be seen in the context of an existing 400 kV overhead line, which would be closer and therefore more prominent in views. The scale of change would be small beyond 1.5 km, reducing to none from Deerbolt Hall and Creeting Bottoms. The magnitude of effect would be low, reducing to none. The effect would be **minor and not significant (adverse)**, reducing to **no effect (not significant)** at Deerbolt Hall and Creeting Bottoms.

Mitigation

13.5.82 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.83 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** in the Jordan Valley; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **no effect (not significant)** at Deerbolt Hall and Creeting Bottoms.

Assessment Summary

13.5.84 Table A13.3.19 summarises the sensitivity and assessment judgements for B7 Forward Green and Creeting St Mary.

Table A13.3.19 Visual assessment summary for VRA B7 Forward Green and Creeting St Mary (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible from within the Jordan Valley, including at The Fens and Woolney Hall.	Low, reducing to none from Deerbolt Hall and Creeting Bottoms.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from within the Jordan Valley, including at The Fens and Woolney Hall.	Minor and not significant (adverse), reducing to no effect (not significant) from Deerbolt Hall and Creeting Bottoms
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible from within the Jordan Valley, including at The Fens and Woolney Hall.	Low, reducing to none from Deerbolt Hall and Creeting Bottoms
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from within the Jordan Valley, including at The Fens and Woolney Hall.	Minor and not significant (adverse), reducing to no effect (not significant) from Deerbolt Hall and Creeting Bottoms
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible from within the Jordan Valley, including at The Fens and Woolney Hall.	Low, reducing to none from Deerbolt Hall and Creeting Bottoms
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from within the Jordan Valley, including at The Fens and Woolney Hall)	Minor and not significant (adverse), reducing to no effect (not significant) from Deerbolt Hall and Creeting Bottoms

VRA B8 Stowmarket (Section B)

Description and Visual Baseline

13.5.85 This VRA is located to the west of the Project, encompassing part of the Gipping Valley including the eastern side of Stowmarket and adjacent farmed valley sides. The area comprises gently undulating farmland with a large urban area at

Stowmarket. Stowmarket is characterised by low rise suburban development on the valley sides, and industrial areas along the valley floor. The area is crossed by numerous roads including the A14, A1120 and A1308. The A14 forms the northern border of the area and the Great Eastern Main line crosses through the south. NCN Route 51 passes through the area and the valley is crossed by an existing 132 kV overhead line which connects to a substation at Stowmarket to the south (outside of the VRA). The area is farmed, with fields enclosed by hedgerows and occasional trees. The River Gipping runs through the south of the area, passing though Stowmarket.

13.5.86 The views within this area are varied. In the west, the land use is primarily urban, associated with the town of Stowmarket, which is enclosed with buildings (including large industrial buildings) and well vegetated main roads, which filter and screen outward views. From farmland to the east of Stowmarket there are some longer views across the relatively open Gipping Valley.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Stowmarket, Creeting St Peter and other small, scattered settlements
- People using the network of local PRoW, Gipping Valley River Path, and NCN Route 51
- People travelling along the A14 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.28 Gipping Valley Path near Creeting Hall (Figure 7.12.F49) (document reference 7.12).

Sensitivity

13.5.87 In the VRA, residential receptors and recreational receptors using PRoW and Gipping Valley River Path, and users of NCN routes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.5.88 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.89 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the A1120, B1113 and Mill Lane. There would be tree and hedgerow loss due to the Project and the undergrounding of the wood pole line near Creeting Hall as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area south of Mill Lane

from the road, nearby PRoW and properties. The undergrounding of existing wood pole lines to the north-east and south-west of the River Gipping would be visible in close views from nearby PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A12, Mill Lane, and the Great Eastern Mainline between Stowmarket and Needham. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to small from The Old Rectory. The magnitude of effect would be high, reducing to low. The effect would be **major and significant (adverse)** reducing to **minor and not significant (adverse)** at The Old Rectory
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible within Stowmarket. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within Stowmarket.

Operation Year 1 (Without Mitigation)

13.5.90 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates higher theoretical visibility of up to 52 pylons along the A14 / A1120 junction. Lower theoretical visibility is indicated across the rest of the VRA.

13.5.91 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line would be visible as it crosses over the Gipping Valley, including from the Gipping Valley River Path (as represented by Viewpoint 2.28 Gipping Valley Path near Creeting Hall (Figure 7.12.F49) (document reference 7.12)). It is likely to be seen on the skyline and would be prominent in views, including from the more open fields surrounding Creeting Hall. Woodland surrounding The Old Rectory is likely to filter views towards the Project from the PRoW in this area. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to small from The Old Rectory. The magnitude of effect would be high, reducing to low. The effect would be **major and significant (adverse)** reducing to **minor and not significant (adverse)** at The Old Rectory.

13.5.92 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening hedgerows and occasional trees, including from the Gipping Valley River Path. Although there would be some filtering along the river, due to the relatively open nature of this river valley views towards the Project would be available. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.5.93 There would be a reduction in visibility from beyond around 1.5 km from the Project, as the perceptibility of the Project would reduce with distance and layers of intervening vegetation and buildings filtering and screening views. Large warehouses

and industrial buildings and vegetation along the A1120 and A14 on the eastern edge of Stowmarket would partially screen the Project from Stowmarket, including properties on the edge of the settlement and along the River Gipping. The Project would be seen in the context of existing 132 kV overhead lines which would be closer and more prominent in views than the more distant Project. The scale of change would be small beyond 1.5 km, reducing to barely perceptible within Stowmarket. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within Stowmarket.

Mitigation

13.5.94 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.95 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **minor and not significant (adverse)** at The Old Rectory; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** within Stowmarket.

Assessment Summary

13.5.96 Table A13.3.20 summarises the sensitivity and assessment judgements for B8 Stowmarket.

Table A13.3.20 Visual assessment summary for VRA B8 Stowmarket (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, particularly along the River Gipping and around Creeting Hall, reducing to low from The Old Rectory.	Medium	Low, reducing to barely perceptible from within Stowmarket.
	Significance	Major and significant (adverse), particularly along the River Gipping and around Creeting Hall, reducing to minor and not significant (adverse) from The Old Rectory.	Moderate and significant (adverse)	Minor and not significant (adverse) reducing to negligible and not significant from within Stowmarket.
Operation Year 1	**Magnitude**	High, particularly along the River Gipping and around Creeting Hall, reducing to low from The Old Rectory.	Medium	Low, reducing to barely perceptible from within Stowmarket.

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse), particularly along the River Gipping and around Creeting Hall, reducing to minor and not significant (adverse) from The Old Rectory.	Moderate and significant (adverse)	Minor (not significant, reducing to negligible and not significant from within Stowmarket.
Operation Year 15	**Magnitude**	High, particularly along the River Gipping and around Creeting Hall, reducing to low from The Old Rectory.	Medium	Low, reducing to barely perceptible from within Stowmarket.
	Significance	Major and significant (adverse) particularly along the River Gipping and around Creeting Hall, reducing to minor and not significant (adverse) from The Old Rectory.	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from within Stowmarket.

VRA B9 Needham Market (Section B)

Description and Visual Baseline

13.5.97 This VRA is located to the east of the Project, encompassing part of the Gipping Valley including the settlement of Needham Market. The valley has a broad, flat floor, with gently rising valley sides to the north-east and south-west. Along the River Gipping there is a mosaic of grassland with wet ditches, Carr woodland and lakes, and a nature reserve at Needham Lake. The Gipping Valley River Path long distance path follows the course of the river on the north side of Needham Market. The Norwich to Ipswich railway line is located on the south side of the river. The A14 is located on the north side of the river and forms the northern edge of the VRA. NCN Route 51 passes through Needham Market including its conservation area.

13.5.98 There are some open and elevated views from higher ground on the valley sides, including outward views to wooded horizons. From the valley floor views are often contained by layers of vegetation including woodland along the River Gipping, its tributaries and lakes. Buildings and infrastructure further contain outward views from Needham Market.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Needham Market and other smaller settlements
- People using the network of local PRoW, Gipping Valley River Path and NCN Route 51

- People travelling along the A14 (along the boundary of the VRA), the B1113, B1078 and other local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.15 PRoW, north-west of Needham Market (Needham Market 5) (Figure 7.12.F36) (document reference 7.12)
- Viewpoint 2.27 All Saints Road, Creeting Hills (Figure 7.12.F48) (document reference 7.12).

Sensitivity

13.5.99 In the VRA, residential receptors and recreational receptors using PRoW, and users of NCN routes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Needham Market Conservation Area, the Gipping Valley River Path and NCN Route 51, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Needham Market Neighbourhood Plan identifies important views within this area, including from within the River Gipping Valley. Therefore, views are of regional / local value.

13.5.100 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.101 Construction activity including vegetation removal and third-party works would be visible along the north-western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be potential tree and hedgerow loss in the River Gipping valley due to the Project and undergrounding of the existing wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area south of Mill Lane from the road, nearby PRoW and properties. There would also be close views of a construction laydown area south of the B1113 at Badley Hill, located outside of the VRA, from the road, nearby PRoW and properties. The undergrounding of two existing wood pole lines, located to the north-west of the River Gipping and north of the Stowmarket to Ipswich railway would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A12, Mill Lane, and the Great Eastern Mainline between Stowmarket and Needham. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium from south of Grove Farm. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** south of Grove Farm

- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within Needham Market. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within Needham Market
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible within Needham Market. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within Needham Market.

Operation Year 1 (Without Mitigation)

13.5.102 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates higher theoretical visibility of up to 52 pylons south of Needham Market and lower theoretical visibility along the River Gipping valley.

13.5.103 The Project would be visible in close views (within 0.5 km) from the north-west of the VRA. The overhead line would be visible as is crosses the Gipping Valley. The overhead line is likely to be seen on the skyline and would be prominent in views, including from the Gipping Valley Path to the east of Creeting Hall and from Mill Lane. The Project would be seen in the context of distant existing overhead lines but would appear more prominent in the foreground of views. Vegetation including woodland along the River Gipping would filter and screen views south of Grove Farm. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium from south of Grove Farm. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** south of Grove Farm.

13.5.104 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be seen on the skyline, with some filtering and reduced visibility along parts of the River Gipping and east of Wattisham Watercourse. There would be open and slightly elevated views from the edge of Needham Market (as represented by Viewpoint 2.15 PRoW, north-west of Needham Market (Needham Market 5) (Figure 7.12.F36) (document reference 7.12)). From further within the settlement, buildings and vegetation are likely to screen and filter views. From All Saints Road, views would be filtered and screened by roadside vegetation (as represented by Viewpoint 2.27 All Saints Road, Creeting Hills (Figure 7.12.F48) (document reference 7.12)). Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within Needham Market. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within Needham Market.

13.5.105 There would be a reduction in visibility from beyond around 1.5 km from the Project, as the perceptibility of the Project would reduce with distance, vegetation along the River Gipping and buildings within Needham Market, including from the conservation area and from NCN Route 51. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible within Needham Market. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within Needham Market.

Mitigation

13.5.106 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.107 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **moderate and significant (adverse)** south of Grove Farm; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** within Needham Market; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** within Needham Market.

Assessment Summary

13.5.108 Table A13.3.21 summarises the sensitivity and assessment judgements for B9 Needham Market.

Table A13.3.21 Visual assessment summary for VRA B9 Needham Market (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, particularly from the Gipping River Path east of Creeting Hall, reducing to medium from the path south of Grove Farm where views are heavily filtered.	Medium, particularly from the western edge of Needham Market. Reducing to barely perceptible further within the settlement, where screened by buildings.	Low, reducing to barely perceptible within Needham Market, where screened by buildings.
	Significance	Major and significant (adverse), particularly from the Gipping River Path east of Creeting Hall, reducing to moderate and significant (adverse) from the path south of Grove Farm where views are heavily filtered.	Moderate and significant (adverse), particularly from the western edge of Needham Market. Reducing to negligible and not significant further within the settlement, where screened by buildings.	Minor and not significant (adverse), reducing to negligible and not significant within Needham Market, where screened by buildings.
Operation Year 1	**Magnitude**	High, particularly from the Gipping River Path east of	Medium, particularly from the western edge	Low, reducing to barely perceptible within Needham

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		Creeting Hall, reducing to medium from the path south of Grove Farm where views are heavily filtered.	of Needham Market. Reducing to barely perceptible further within the settlement, where screened by buildings.	Market, where screened by buildings.
	Significance	Major and significant (adverse) particularly from the Gipping River Path east of Creeting Hall, reducing to moderate and significant (adverse) from the path south of Grove Farm where views are heavily filtered.	Moderate and significant (adverse), particularly from the western edge of Needham Market. Reducing to negligible and not significant further within the settlement, where screened by buildings.	Minor and not significant (adverse), reducing to negligible and not significant within Needham Market, where screened by buildings.
Operation Year 15	**Magnitude**	High, particularly from the Gipping River Path east of Creeting Hall, reducing to medium from the path south of Grove Farm where views are heavily filtered.	Medium, particularly from the western edge of Needham Market. Reducing to barely perceptible further within the settlement, where screened by buildings.	Low, reducing to barely perceptible within Needham Market, where screened by buildings.
	Significance	Major and significant (adverse) particularly from the Gipping River Path east of Creeting Hall, reducing to moderate and significant (adverse) from the path south of Grove Farm where views are heavily filtered.	Moderate and significant (adverse), particularly from the western edge of Needham Market. Reducing to negligible and not significant further within the settlement, where screened by buildings.	Minor and not significant (adverse), reducing to negligible and not significant within Needham Market, where screened by buildings.

VRA B10 Great Bricett (Section B)

Description and Visual Baseline

13.5.109 This VRA is located to the west of the Project, broadly between Stowmarket to the north and Great Bricett in the south. The area comprises a gently undulating plateau dissected by tributaries of the River Gipping, including the valley of the Wattisham Watercourse. The largest urban development is the Wattisham Airfield in the south of the area and there are small settlements at Battisford, Ringshall, Ringshall Stocks and Great Bricett in the centre. There are existing 132 kV overhead lines in the north and east of the area, the latter following the valley of the Wattisham Watercourse. There is a large woodland in the centre of the area at Muckinger Wood, and smaller areas of woodland scattered throughout. Combs Wood and Church Meadow are both nature reserves in the north of the area. The remaining area is farmland or semi-improved grassland with hedgerows and occasional hedgerow trees.

13.5.110 There are some open views across the gently undulating plateau, often to wooded horizons. Elsewhere, views are filtered and screened by layers of field boundary and large areas of woodland.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Moats Tye, Little London, Battisford, Ringshall, Wattisham Airfield, Great Bricett, Greenstreet Green and other small, scattered settlements
- People using the network of local PRoW
- Horse riders using bridleways
- People travelling along the B1078, Stowmarket Road and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.16 PRoW near Badley Hall Farm (Badley 21) (Figure 7.12.F37) (document reference 7.12)
- Viewpoint 2.18 B1078, Great Bricett (Figure 7.12.F39) (document reference 7.12)
- Viewpoint 2.38 B1078, Ringshall Stocks (Figure 7.12.F56) (document reference 7.12)
- Viewpoint 2.45 Church Road, Battisford (Figure 7.12.F63) (document reference 7.12).

Sensitivity

13.5.111 In the VRA, residential receptors and recreational receptors using PRoW, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from within Badley Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.5.112 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.113 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be a loss of hedgerows and trees near Bildeston Road and the east of Battisford due to the Project as well as vegetation removal due to the undergrounding of the wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6).There would also be close views of a construction laydown area south of the B1113 at Badley Hill, in the neighbouring VRA, from the road, nearby PRoW and properties. There would be construction activity associated with the undergrounding of existing 132 kV overhead lines at PZB81, EEPK10, and PI35, as well as multiple third-party works and the undergrounding of wood pole lines that would be visible in close views from nearby PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the B1113 Stowmarket Road, a minor road west of the B1113 Stowmarket Road, a minor road south of Gibbons Farm between Hascot Hill and Paddington Hall, the B1078 Barking Road, Holly Road and Bildeston Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large from Badley Conservation Area, where more open views are available, and reducing to small from Ringshall, where the valley topography would partially screen views. The magnitude of effect would be medium, increasing to high at Badley Conservation Area and reducing to low at Ringshall. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** at Badley and reducing to **minor and not significant (adverse)** at Ringshall
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible within Wattisham Airfield and within the settlement of Great Bricett. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Wattisham Airfield and within Great Bricett.

Operation Year 1 (Without Mitigation)

13.5.114 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 96 pylons around The Woodlands, Badley Green Farm and Greenstreet Green. Lower theoretical visibility is indicated for the rest of the VRA.

13.5.115 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in

views, including from Ringshall Stocks (as represented by Viewpoint 2.38 B1078, Ringshall Stocks (Figure 7.12.F56) (document reference 7.12)). The Project would be seen in the context of four existing overhead lines. Short sections of three of these existing 132 kV overhead lines would be undergrounded to accommodate the Project to the east of Badley and west of Offton. The last remaining pylons of the 132 kV overhead lines would be replaced with a terminal pylon supporting a CSE platform. Overall, the Project would add to the presence of infrastructure in the VRA, particularly in the north-east near Badley. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.5.116 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, including from Badley Conservation Area (as represented by Viewpoint 2.16 PRoW near Badley Hall Farm (Badley 21) (Figure 7.12.F37) (document reference 7.12)), above intervening trees and hedgerows, and occasionally screened by woodland (as represented by Viewpoint 2.45 Church Road, Battisford (Figure 7.12.F63) (document reference 7.12)). The landform associated with small tributary valleys would provide some screening, including from Ringshall. Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large from Badley Conservation Area, where more open views are available, and reducing to small from Ringshall, where the valley topography would partially screen views. The magnitude of effect would be medium, increasing to high at Badley Conservation Area and reducing to low at Ringshall. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** at Badley and reducing to **minor and not significant (adverse)** at Ringshall.

13.5.117 There would be a reduction in visibility from beyond around 1.5 km from the Project as perceptibility would reduce with distance and intervening topography and vegetation. This would include screening and filtering due to the valley landform, trees and woodland, including within Great Bricett, although the Project would be visible from the B1078 on the south-eastern settlement edge at 1.5 km (as represented by Viewpoint 2.18 B1078, Great Bricett (Figure 7.12.F39) (document reference 7.12)). Views towards the Project from within Wattisham Airfield would be further screened by buildings in this location. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible within Wattisham Airfield and within the settlement of Great Bricett. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** at Wattisham Airfield and within Great Bricett.

Mitigation

13.5.118 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.119 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse) within 0.5 km; moderate and significant (adverse)** between 0.5 km and 1.5 km, increasing to **major and significant (adverse)** at Badley and reducing to **minor and not significant (adverse)** at Ringshall; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** at Wattisham Airfield and within Great Bricett.

Assessment Summary

13.5.120 Table A13.3.22 summarises the sensitivity and assessment judgements for B10 Great Bricett.

Table A13.3.22 Visual assessment summary for VRA B10 Great Bricett (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, increasing to high from Badley Conservation Area and reducing to low from Ringshall.	Low, including views from receptors along the south-eastern edge of Great Bricett, reducing to barely perceptible further within the settlement and at Wattisham Airfield.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) from Badley Conservation Area and reducing to minor and not significant (adverse) from Ringshall.	Minor and not significant (adverse), including views from receptors along the south-eastern edge of Great Bricett, reducing to negligible and not significant further within the settlement and at Wattisham Airfield.
Operation Year 1	**Magnitude**	High	Medium, increasing to high from Badley Conservation Area and reducing to low from Ringshall.	Low, including views from receptors along the south-eastern edge of Great Bricett, reducing to barely perceptible further within the settlement and at Wattisham Airfield.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) from Badley Conservation Area and reducing to minor and not significant (adverse) from Ringshall.	Minor and not significant (adverse), including views from receptors along the south-eastern edge of Great Bricett, reducing to negligible and not significant further within the settlement and at Wattisham Airfield.
Operation Year 15	**Magnitude**	High	Medium, increasing to high from Badley Conservation Area and reducing to low from Ringshall.	Low, including views from receptors along the south-eastern edge of Great Bricett, reducing to barely perceptible further

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
				within the settlement and at Wattisham Airfield.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) from Badley Conservation Area and reducing to minor and not significant (adverse) from Ringshall.	Minor and not significant (adverse), including views from receptors along the south-eastern edge of Great Bricett, reducing to negligible and not significant further within the settlement and at Wattisham Airfield.

VRA B11 Barking and Willisham (Section B)

Description and Visual Baseline

13.5.121 This VRA is located to the east of the Project, broadly between Needham Market to the north and Willisham in the south. The area comprises a gently undulating plateau dissected by tributaries of the River Gipping. There are small, linear settlements in the area including Barking, Barking Tye and Willisham Tye which are located on higher ground along the B1078. There are scattered properties and smaller settlements within the area. There is an area of open access land / common land at Barking Tye and Priestley Wood. The plateau is crossed by an existing 132 kV overhead line which runs north-west/south-east, and an existing 400 kV line passes through the east of the area. There are several large areas of woodland in the area including the nature reserve Bonny Wood, as well as smaller areas of woodland and shelterbelts.

13.5.122 There are some long views from the plateau across adjacent valley landscapes, including from settlements along the B1078 such as Willisham which is slightly elevated. Some large woodlands provide enclosure elsewhere, such as at Bonny Wood and Middle Wood. Roads and lanes are mostly enclosed due to roadside vegetation and there is a wooded backdrop across majority of the area. North of Barking the valley landscape is particularly tranquil and small scale.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Barking, Barking Tye, Willisham and smaller scattered settlements
- People using the network of local PRoW, and open access land at Barking Tye Common
- Horse riders using bridleways
- People travelling along the B1078 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.17 B1078 Barking Road, Barking Tye (Figure 7.12.F38) (document reference 7.12)
- Viewpoint 2.37 PRoW near The Causeway, west of Needham Market (Barking 14) (Figure 7.12.F55) (document reference 7.12)
- Viewpoint 2.51 PRoW east of Winneygreen Farm (Figure 7.12.F69) (document reference 7.12).

Sensitivity

13.5.123 In the VRA, residential receptors and recreational receptors using PRoW and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.5.124 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.125 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be tree and hedgerow removal to the north of Barking due to the Project and the undergrounding of a cable as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would also be close views of a construction laydown area south of the B1113 at Badley Hill, from the road, nearby PRoW and properties. A UKPN Compound to the east of Gibbons Farm and south-east of Hascot Hill Farm would be visible from the road, nearby PRoW and properties. The undergrounding 132 kV overhead lines, between EEPK11 and EEPK14 as well as multiple wood pole lines would be visible in close views from nearby PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the B1113 Stowmarket Road, a minor road west of the B1113 Stowmarket Road, a minor road south of Gibbons Farm between Hascot Hill and Paddington Hall, the B1078 Barking Road, Holly Road and Bildeston Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large from Willisham. The magnitude of effect would be medium, increasing to high. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** at Willisham
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Operation Year 1 (Without Mitigation)

13.5.126 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) theoretical visibility of up to 98 pylons from around Winneygreen Farm and lower theoretical visibility east of Willisham and around Barking.

13.5.127 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views. The Project would be seen in the context of existing overhead lines. Short sections of three existing 132 kV overhead lines would be undergrounded to accommodate the Project to the west of Needham Market, north-west of Barking and west of Offton. The last remaining pylons of the 132 kV overhead lines would be replaced with a terminal pylon supporting a CSE platform. Overall, the Project would add to the presence of infrastructure in the VRA. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.5.128 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, including from Barking Tye and Barking Tye Common (open access land) (as represented by Viewpoint 2.17 B1078 Barking Road, Barking Tye (Figure 7.12.F38) (document reference 7.12)), above intervening trees and hedgerows, and occasionally screened by woodland (as represented by Viewpoint 2.45 Church Road, Battisford (Figure 7.12.F63) (document reference 7.12) and Viewpoint 2.37 PRoW near The Causeway, west of Needham Market (Barking 14) (Figure 7.12.F55) (document reference 7.12)). Due to the slightly elevated topography at Willisham, there would be elevated views across the neighbouring valley towards the Project, which would be prominent on the skyline, although there would be some filtering from vegetation within the settlement. Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large from Willisham. The magnitude of effect would be medium, increasing to high. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** at Willisham.

13.5.129 There would be a reduction in visibility from beyond around 1.5 km from the Project as perceptibility would reduce with distance and intervening valley landforms and layers of vegetation. Large areas of woodland such as Bonny Wood and Priestley Wood would screen views towards the Project in some areas. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.5.130 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.131 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, increasing to **major and significant (adverse)** at Willisham; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.5.132 Table A13.3.23 summarises the sensitivity and assessment judgements for B11 Barking and Willisham.

Table A13.3.23 Visual assessment summary for VRA B11 Barking and Willisham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, increasing to high from Willisham	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) from Willisham	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium, increasing to high from Willisham	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) from Willisham	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium, increasing to high from Willisham	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) from Willisham	Minor and not significant (adverse)

VRA B12 Elmsett (Section B)

Description and Visual Baseline

13.5.133 This VRA is located to the west of the Project, broadly between Maskell's Hall to the north-west and Flowton to the south-east. The area comprises a gently undulating plateau, dissected by valleys of tributaries of the Belstead Brook, with steep valley slopes. The settlements of Elmsett and Flowton are located on the undulating plateau in the south-east. The landform gently flattens from Elmsett up to the northern side of the VRA. The largest settlement is Elmsett and elsewhere there are smaller, linear settlements and scattered farms. There is an existing 132 kV overhead line along part of the eastern boundary of the area. Farmland comprises open, arable fields, enclosed by hedgerows and hedgerow trees, with small areas of woodland and shelterbelts.

13.5.134 The northern part of the area is elevated and gently undulating, providing open views across farmland. In the south of the VRA, the views are open and long distance. Rolling hills can be seen in the distance with a wooded backdrop. Long distance views are available from the edge of Elmsett, although these are filtered by individual trees and partially screened by buildings. Elsewhere, small areas of woodland, field

boundary vegetation and roadside vegetation filter and screen views, including from within the valleys where there is a greater sense of enclosure.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Elmsett, Flowton, and surrounding smaller settlements
- People using the network of local PRoW
- Horse riders using bridleways
- People travelling along Manor Road, The Street and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 2.21 Offton Road, north of Elmsett (Figure 7.12.F42) (document reference 7.12)
- Viewpoint 2.46 Tye Lane, Flowton (Figure 7.12.F64) (document reference 7.12)
- Viewpoint 2.48 PRoW south of Flowton (Burstall 7) (Figure 7.12.F66) (document reference 7.12)
- Viewpoint 2.52 Minor Road near Hintlesham Priory (Figure 7.12.F70) (document reference 7.12).

Sensitivity

13.5.135 In the VRA, residential receptors and recreational receptors using PRoW, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. Views from within the VRA are generally not associated with any designated landscapes or landmarks. The Elmsett Neighbourhood Plan identifies important views within this area, including from the edge of the village and from Offton Road. Therefore, views are of regional / local value.

13.5.136 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.137 Construction activity including vegetation removal and third-party works would be visible along the north-eastern and eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and at Bramford Substation Extension. There would be trees and hedgerows removed to the south-east of Flowton due to the Project and the undergrounding of the cable as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be trees and hedgerows removed to the east and south-east of Flowton due to the Project and the undergrounding of the cable as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be activity associated with the undergrounding of the existing 132 kV overhead line along the north-eastern boundary of the VRA. The undergrounding of several wood pole lines would be visible in close views from nearby roads, properties

and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Offton Road, Blood Hill, Flowton Road, and Tye Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Operation Year 1 (Without Mitigation)

13.5.138 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons along the Project route and from elevated plateau tops south of Poplar Farm and south of Elmsett Gate Farm. Lower theoretical visibility is indicated north within the Belstead Brook tributary valleys.

13.5.139 The Project would be visible in close views (within 0.5 km) from the north-east and east of the VRA, including towards the overhead line and Bramford Substation Extension (located partly within the VRA). The overhead line is likely to be seen on the skyline and would be prominent in views, although filtered by intervening hedgerows, trees and woodland in places (as represented by Viewpoint 2.46 Tye Lane, Flowton (Figure 7.12.F64) (document reference 7.12)). Woodland to the north of Bramford Substation would help filter views towards the existing substation and proposed extension. An existing 132 kV overhead line, which runs along part of the north-eastern side of the VRA would be undergrounded to accommodate the Project. The Project would be larger in scale and closer to receptors in the VRA. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.5.140 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows (as represented by Viewpoint 2.21 Offton Road, north of Elmsett (Figure 7.12.F42) (document reference 7.12)), including from Flowton. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.5.141 There would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility would reduce with distance and the intervening valley landform, trees and woodland would screen and filter views, including from Elmsett. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.5.142 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.143 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.5.144 Table A13.3.24 summarises the sensitivity and assessment judgements for B12 Elmsett.

Table A13.3.24 Visual assessment summary for VRA B12 Elmsett (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA B13 Somersham (Section B)

Description and Visual Baseline

13.5.145 This VRA is located to the east of the Project, broadly between Offton to the north-west and Bramford Substation to the south-east. The area comprises an undulating plateau, dissected by small valleys of tributaries of the River Gipping. The wider Gipping Valley passes through the south-eastern corner of the VRA. Settlements tend to be located on the valley floor and sides, and include Offton, Somersham and Little Blakenham. The larger settlement of Bramford is in the Gipping Valley. The landform is higher in the north of the VRA, where there are local roads, PRoW and a few farms scattered throughout the area. In the east of the area the B1113 and Norwich to Ipswich railway line pass through the Gipping Valley and there is a network of minor roads, including Tye Lane which is a Quiet Lane. There are numerous overhead lines within the area, which converge at Bramford Substation. There are small areas of open access land / common land at Bramford Tye and Bramford Common. The landscape is mainly arable farmland, enclosed by hedgerows and with occasional areas of woodland, including Miller's Wood in the south.

13.5.146 Views are varied across the VRA, with both pockets of enclosure and more open views. There are some long views from the plateau and valley sides, including from

the higher landform in the north, which have wooded backdrops. Existing overhead lines are present in many views, particularly in the south of the area. Elsewhere, small areas of woodland, field boundary vegetation and roadside vegetation filter and screen views, particularly from within the valleys where there is a greater sense of enclosure. Views from settlements are typically enclosed by buildings and vegetation.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Nettlestead, Offton, Somersham, Little Blakenham and Bramford
- People using the network of local PRoW, the Gipping Valley River Path, and common land / open access land
- People travelling along the B1067, B1113 and the network of local lanes which cross the VRA, including Tye Lane (Designated Lane).

Viewpoints

- Viewpoint 2.19 PRoW near Castle Farm, Offton (Offton 27) (Figure 7.12.F40) (document reference 7.12)
- Viewpoint 2.25 Nettlestead Road, Nettlestead (Figure 7.12.F46) (document reference 7.12)
- Viewpoint 2.26 Ipswich Road, Somersham (Figure 7.12.F47) (document reference 7.12)
- Viewpoint 2.20 Tye Lane, east of Flowton (Figure 7.12.F41) (document reference 7.12)
- Viewpoint 2.47 Bullen Lane, Bramford (Figure 7.12.F65) (document reference 7.12).

Sensitivity

13.5.147 In the VRA, residential receptors and recreational receptors using PRoW, including Designated Lane and open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.5.148 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.5.149 Construction activity including vegetation removal and third-party works would be visible along the south-western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the B1113. There would be tree and hedgerow removal south of Castle Farm and the undergrounding of the cable as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be works at Bramford

Substation Extension, including a temporary construction compound (RG-SC02) and construction laydown area to the east of Bullen Wood, visible in close views from Bullen Lane and nearby PRoWs. There would be activity associated with the undergrounding of part of existing 132 kV overhead lines, PI, PHB and PLD. The undergrounding of several wood pole lines would be visible in close views from nearby roads, properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Offton Road, Blood Hill, Flowton Road, and Tye La. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium at Offton. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** at Offton
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from Somersham. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from Somersham
- Beyond 1.5 km the scale of change would be small, increasing to medium from Nettlestead and east of Derrick Hill. From the Gipping Valley and Bramford, the scale of change would be barely perceptible. The magnitude of effect would be low, increasing to medium from Nettlestead and reducing to barely perceptible from the Gipping Valley and Bramford. The effect would be **minor and not significant (adverse)**, increasing to **moderate and significant (adverse)** at Nettlestead and reducing to **negligible and not significant** from the Gipping Valley and Bramford.

Operation Year 1 (Without Mitigation)

13.5.150 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons on Derrick Hill and around Nettlestead. Lower theoretical visibility is shown around Somersham and east of Bramford Substation.

13.5.151 The Project would be visible in close views (within 0.5 km) from the western side of the VRA, including towards the overhead line and Bramford Substation Extension, which is located in the south-west corner of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views (as represented by Viewpoint 2.19 PRoW near Castle Farm, Offton (Offton 27) (Figure 7.12.F40) (document reference 7.12)). The Project would be seen in the context of six existing overhead lines, which converge at Bramford Substation. The proposed compound permanent access route will be visible in close views from Viewpoint 2.47 Bullen Lane, Bramford. Parts of existing 132 kV overhead lines would be undergrounded to accommodate the Project, to the west and the south-western edge of the VRA. Despite this, the Project would increase the presence of infrastructure in the VRA, particularly in the south near Bramford Substation. Views from Offton would be partially screened by the intervening landform and vegetation. Existing woodland to the north of Bramford Substation would filter views towards the existing substation and proposed extension in this location (as represented by Viewpoint 2.47 Bullen Lane, Bramford (Figure 7.12.F65) (document reference 7.12)). Vegetation removed

during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium at Offton. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** at Offton.

13.5.152 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows (as represented by Viewpoint 2.20 Tye Lane, east of Flowton (Figure 7.12.F41) (document reference 7.12) and Viewpoint 2.26 Ipswich Road, Somersham (Figure 7.12.F47) (document reference 7.12)). The valley landform would screen the Project in places, including around Somersham. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from Somersham. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from Somersham.

13.5.153 There would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility would reduce with distance and with the intervening valley landform and trees screening and filtering views. Due to the slightly elevated landform near Nettlestead and east of Derrick Hill (as represented by Viewpoint 2.25 Nettlestead Road, Nettlestead (Figure 7.12.F46) (document reference 7.12)), there would be long distance views towards pylons on a slightly elevated landform as it enters Bramford Substation. These views are already dominated by overhead lines and the Project would increase the field of view occupied by pylons. Views from Bramford and in the Gipping Valley would be limited due to its location on the valley floor. Beyond 1.5 km the scale of change would be small, increasing to medium from Nettlestead and east of Derrick Hill. From the Gipping Valley and Bramford, the scale of change would be barely perceptible. The magnitude of effect would be low, increasing to medium from Nettlestead and reducing to barely perceptible from the Gipping Valley and Bramford. The effect would be **minor and not significant (adverse)**, increasing to **moderate and significant (adverse)** at Nettlestead and reducing to **negligible and not significant** from the Gipping Valley and Bramford.

Mitigation

13.5.154 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.5.155 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **moderate and significant (adverse)** at Offton; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** from Somersham; and **minor and not significant (adverse)** beyond 1.5 km, increasing to **moderate and significant (adverse)** at Nettlestead and reducing to **negligible and not significant** from the Gipping Valley and Bramford.

Assessment Summary

13.5.156 Table A13.3.25 summarises the sensitivity and assessment judgements for B13 Somersham.

Table A13.3.25 Visual assessment summary for VRA B13 Somersham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, reducing to medium from Offton.	Medium, reducing to low from Somersham.	Low, increasing to medium from Nettlestead and east of Derrick Hill and reducing to barely perceptible from the Gipping Valley and Bramford.
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from Offton.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Somersham.	Minor and not significant (adverse), increasing to moderate and significant (adverse) from Nettlestead and east of Derrick Hill and reducing to negligible and not significant from the Gipping Valley and Bramford.
Operation Year 1	**Magnitude**	High, reducing to medium from Offton.	Medium, reducing to low from Somersham.	Low, increasing to medium from Nettlestead and east of Derrick Hill and reducing to barely perceptible from the Gipping Valley and Bramford.
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from Offton.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Somersham.	Minor and not significant (adverse), increasing to moderate and significant (adverse) from Nettlestead and east of Derrick Hill and reducing to negligible and not significant from the Gipping Valley and Bramford.
Operation Year 15	**Magnitude**	High, reducing to medium from Offton.	Medium, reducing to low from Somersham.	Low, increasing to medium from Nettlestead and east of Derrick Hill and reducing to barely perceptible from the Gipping Valley and Bramford.

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from Offton.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Somersham.	Minor and not significant (adverse), increasing to moderate and significant (adverse) from Nettlestead and east of Derrick Hill and reducing to negligible and not significant from the Gipping Valley and Bramford.

13.6 Assessment of Effects on VRAs – Section C

VRA C1 Burstall (Section C)

Description and Visual Baseline

13.6.1 This VRA is located to the west of the Project, in the area surrounding the settlements of Burstall and Hintlesham. The area comprises gently rolling arable farmland, dissected by small river valleys and tributaries, most notably the Belstead Brook which runs north-west to south-east. The landscape is settled, with dispersed villages, hamlets, and clusters of properties. The A1071 runs through the south of the area in an east to west direction. Elsewhere, relatively few minor roads are located along areas of higher ground. The varied field pattern includes some large, amalgamated fields, bounded by hedgerows and hedgerow trees which reduce visibility in places. Woodland, including ancient woodland, in combination with the rolling topography provides a sense of enclosure in parts of this area.

13.6.2 Overall, there is a combination of open and enclosed views. The most notable areas of tree cover are associated with parkland and the golf course at Hintlesham Hall. There are some longer distance views from higher land on low ridges located to the north-west and south-east of Burstall and from pockets of higher ground to the west of the VRA such as at Hintlesham Priory. There are frequent views of an existing 400 kV overhead line and 132 kV overhead line which pass through the area. There are views to transmission masts and other overhead lines which all converge at Bramford Substation to the north-east of this area.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Burstall, Hintlesham and smaller scattered settlements
- People using the network of local PRoW
- People travelling along the A1071 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 3.01 Church Hill, near Burstallhill (Figure 7.12.F72) (document reference 7.12)
- Viewpoint 3.02 Burstall Lane, Burstall (Figure 7.12.F73) (document reference 7.12)
- Viewpoint 3.06 PRoW, Hintlesham (Hintlesham 27) (Figure 7.12.F76) (document reference 7.12)
- Viewpoint 3.07 Pigeon's Lane, Washbrook Street (Figure 7.12.F77) (document reference 7.12).

Sensitivity

13.6.3 In the VRA, residential receptors and recreational receptors using PRoW are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local/ community value.

13.6.4 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.6.5 Construction activity including vegetation removal and third-party works would be visible along the eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including Thorpe's Hill. There would be a loss of trees and hedgerows south of Hurdle Makers Hill due to the Project and the undergrounding of an existing 132 kV overhead lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of works at Bramford Substation Extension. There would be activity associated with the undergrounding parts of the existing 132 kV overhead lines south of Bramford, on lines PLD, PHB and PCB. The undergrounding of several wood pole lines would be visible in close views from nearby roads, properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Burstall Lane, the A1071 Thorpes Hill, and Washbrook Street. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within wooded tributary valleys. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within wooded tributary valleys
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Hintlesham Park and golf course. The magnitude of effect would be low,

reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from Hintlesham Park and golf course.

Operation Year 1 (Without Mitigation)

13.6.6 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons from plateau tops such as Hill Farm and Canes Farm. Lower theoretical visibility is shown south of Burstall and around Hintlesham.

13.6.7 The Project would be visible in close views (within 0.5 km) from the north, east and south of the VRA, towards the overhead line and Bramford Substation Extension, which is located to the north. The overhead line is likely to be seen on the skyline and would be prominent in views (as represented by Viewpoint 3.07 Pigeon's Lane, Washbrook Street (Figure 7.12.F77) (document reference 7.12)). The Project would be seen in the context of existing 132 kV and 400 kV overhead lines converging at Bramford Substation. Parts of three existing 132 kV overhead lines would be undergrounded in part, including to the south of Bramford Substation and north of Washbrook Street. The last remaining pylon of the 132 kV PCB overhead line would be replaced with a terminal pylon supporting a CSE platform. Although the Project would be close to the VRA, the undergrounding of existing overhead lines would reduce the perception of a ‘wirescape’ in some views. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.6.8 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows, including from Burstall (as represented by Viewpoint 3.01 Church Hill, near Burstallhill (Figure 7.12.F72) (document reference 7.12) and 3.02 Burstall Lane, Burstall (Figure 7.12.F73) (document reference 7.12)). Views from within the tributary valleys south of Burstall and south of Hintlesham would be reduced due to the topography and woodland along the valley, such as at Home Wood and Alder Carr. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within wooded tributary valleys. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within wooded tributary valleys.

13.6.9 Although the landform rises slightly beyond 1.5 km, there would be a reduction in visibility from beyond around this point, as perceptibility is likely to reduce with distance and with intervening trees screening and filtering views, particularly from Hintlesham Park and golf course which is enclosed by woodland. The Project would form a small component in some medium to long distance views including from parts of the A1071 and Hintlesham. It would be seen on the skyline above the tree line (as represented by Viewpoint 3.06 PRoW, Hintlesham (Hintlesham 27) (Figure 7.12.F76) (document reference 7.12)). Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Hintlesham Park and golf course. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from Hintlesham Park and golf course.

Mitigation

13.6.10 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.6.11 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** within wooded tributary valleys; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** from Hintlesham Park and golf course.

Assessment Summary

13.6.12 Table A13.3.26 summarises the sensitivity and assessment judgements for C1 Burstall.

Table A13.3.26 Visual assessment summary for VRA C1 Burstall (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible within wooded valleys.	Low, reducing to barely perceptible from Hintlesham Park and golf course.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within wooded valleys.	Minor and not significant (adverse), reducing to negligible and not significant from Hintlesham Park and golf course.
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible within wooded valleys.	Low, reducing to barely perceptible from Hintlesham Park and golf course.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within wooded valleys.	Minor and not significant (adverse), reducing to negligible and not significant from Hintlesham Park and golf course.
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible within wooded valleys.	Low, reducing to barely perceptible from Hintlesham Park and golf course.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within wooded valleys.	Minor and not significant (adverse), reducing to negligible and not significant from Hintlesham Park and golf course.

VRA C2 Washbrook (Section C)

Description and Visual Baseline

13.6.13 This VRA is located to the east of the Project and south-east of the existing Bramford Substation. It includes the area surrounding Washbrook in the south and land to the west of the A14 and Sproughton. The landscape is gently rolling and dissected by small valleys containing tributaries of the River Gipping, which runs to the north-east in neighbouring VRA C3. The Belstead Brook runs through the south of the area. The A1071 runs through the area and the A14, A12 and B1113 are located in the east of the area. The settlement of Washbrook is located in the south of the area. There are scattered properties across the area. The Grindle is designated as a Quiet Lane, located to the north-west of Sproughton. Farmland comprises arable fields enclosed by hedgerows. There are scattered individual trees and areas of woodland, the largest being Abbey Oaks, west of Sproughton.

13.6.14 There are some open views across large scale fields. Shelterbelts along the A12 and A14 and woodland around Abbey Oaks and Belstead Hall screen/filter some views in places. To the south, the landform of the valleys of Belstead Brook and Spring Brook contain views. Some longer distance views are available from the intervening ridges of higher ground. There are frequent views towards existing 132 kV overhead lines, particularly in the centre of the area. There are views to transmission masts and other overhead lines which all converge at Bramford Substation to the north-west of the area.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Washbrook, and other smaller scattered settlements
- People using the network of local PRoW and NCN Route 1
- People travelling along the B1113 Swan Hill, A14, A12, and the network of local lanes which cross the VRA, including The Grindle and Church Lane (both Designated Lanes).

Viewpoints

- Viewpoint 3.22 PRoW near Sproughton (Sproughton 20) (Figure 7.12.F89) (document reference 7.12).

Sensitivity

13.6.15 In the VRA, residential receptors and recreational receptors using PRoW, including Designated Lanes and NCN routes, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes or landmarks. The Sproughton Neighbourhood Plan identifies important views, including from Burstall Lane. The Copdock and Washbrook Neighbourhood Plan identifies important views, including from Church Lane and the edge of Washbrook. Therefore, views are of regional / local value.

13.6.16 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.6.17 Construction activity including vegetation removal and third-party works would be visible along the western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the A1071. There would be loss of hedgerows and trees along Burstall Lane due to the Project and the undergrounding of the existing 132kV overhead line as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of works at Bramford Substation Extension. Construction would include activity associated with the undergrounding of part of existing 132 kV overhead lines PLD, PHB and PCB. The undergrounding of several wood pole lines would be visible in close views from nearby roads, properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Burstall Lane, the A1071 Thorpes Hill, and Washbrook Street. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from Abbey Oaks. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from Abbey Oaks
- Beyond 1.5 km there would be no magnitude of effect and **no effect (not significant).**

Operation Year 1 (Without Mitigation)

13.6.18 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of 98 pylons from parts of the VRA including Hermitage Farm. Lower theoretical visibility is shown around Sproughton.

13.6.19 The Project would be visible in close views (within 0.5 km) from the west of the VRA, including towards the overhead line and Bramford Substation Extension, which is located to the north-west. The overhead line is likely to be seen on the skyline and would be prominent in views. The Project would be visible from Washbrook, filtered by layers of intervening vegetation. The Project would be seen in the context of multiple existing overhead lines, particularly in the north where numerous pylons converge at Bramford Substation. Three of these existing 132 kV overhead lines would be undergrounded in part, including to the south of Bramford Substation and near Sproughton Park in the south. The last remaining pylons of the 132 kV overhead lines would be replaced with a terminal pylon supporting a CSE platform. Although the Project would be close to the VRA, the undergrounding of existing overhead lines would reduce the perception of a ‘wirescape’ in some views. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.6.20 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows and in the context of existing overhead lines (as represented by Viewpoint 3.22 PRoW near Sproughton (Sproughton 20) (Figure 7.12.F89) (document reference 7.12)). There would be a reduction in visibility from around Abbey Oaks due to woodland and from along Grindle Lane (Quiet Lane) which is lined with dense vegetation either side, limiting views out. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from Abbey Oaks. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from Abbey Oaks.

13.6.21 From beyond 1.5 km views towards the Project are unlikely, due to distance, layers of intervening vegetation and the woodland cover in these areas, including from Copdock Mill, NCN Route 1 and Belstead Hall. Beyond 1.5 km there would be no magnitude of effect and **no effect (not significant)**.

Mitigation

13.6.22 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.6.23 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** from Abbey Oaks; and **no effect (not significant)** beyond 1.5 km.

Assessment Summary

13.6.24 Table A13.3.27 summarises the sensitivity and assessment judgements for C2 Washbrook.

Table A13.3.27 Visual assessment summary for VRA C2 Washbrook (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible from Abbey Oaks and from Grindle Lane (Quiet Lane).	None, including from Copdock Mill, NCN Route 1 and Belstead Hall.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from Abbey Oaks and Grindle Lane (Quiet Lane).	No effect (not significant), including from Copdock Mill, NCN Route 1 and Belstead Hall.
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible from Abbey Oaks and from Grindle Lane (Quiet Lane).	None, including from Copdock Mill, NCN Route 1 and Belstead Hall.

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from Abbey Oaks and from Grindle Lane (Quiet Lane).	No effect (not significant), including from Copdock Mill, NCN Route 1 and Belstead Hall.
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible from Abbey Oaks and from Grindle Lane (Quiet Lane).	None, including from Copdock Mill, NCN Route 1 and Belstead Hall.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from Abbey Oaks and from Grindle Lane (Quiet Lane).	No effect (not significant), including from Copdock Mill, NCN Route 1 and Belstead Hall.

VRA C3 Ipswich West, Bramford and Sproughton (Section C)

Description and Visual Baseline

13.6.25 This VRA is located to the east of the Project, on the edge of Ipswich. The landform gently falls into the valley of the River Gipping in the north and rises towards the suburban area of Chantry on the fringes of Ipswich in the south. The landscape forms the urban edge of Ipswich and is characterised by urban, industrial and commercial land uses. The A14 and A1214 from part of a dense network of roads. The smaller village of Sproughton is in the north of the area. Church Lane runs from Sproughton to Hadleigh Road and is designated as a Quiet Lane. Chantry Park in Ipswich is a conservation area. There is open farmland on the urban fringe enclosed by hedgerows, with areas of woodlands and scattered trees. There are areas of woodland along the Gipping Valley. There are many street trees within urban areas.

13.6.26 Overall, there are more enclosed views than open in this area due to the built development and dense vegetation cover. Vegetation along the A14 which adjoins the settlement edge reduces intervisibility with the wider landscape. Further south, vegetation around Chantry Park provides a sense of visual enclosure and separation from adjacent built-up areas. There are views towards existing 132 kV overhead lines, particularly in the south-west of the area. There are open, long distance views from Hadleigh Road across undulating farmland with a wooded backdrop.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Ipswich, Sproughton and smaller clusters of properties
- People using the network of local PRoW and the Gipping Valley River Path
- People travelling along the A14, A1214, A1071 and the network of local roads (including an unnamed Designated Lane south of Bentley Long Wood) and suburban streets which cross the VRA.

Viewpoints

- Viewpoint 3.29 Hadleigh Road, near Chantry Park (Figure 7.12.F96) (document reference 7.12).

Sensitivity

13.6.27 In the VRA, residential receptors and recreational receptors using PRoW, including Designated Lane, the Gipping Valley River Path and NCN routes, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Chantry Park Conservation Area and from the Gipping Valley River Path, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Sproughton Neighbourhood Plan identifies important views, including from Chantry Park. Therefore, views are of regional / local value.

13.6.28 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.6.29 Construction activity including third-party works would be visible to the west of the VRA. The ground level elements of construction are unlikely to be perceptible in views due to buildings and vegetation screening and filtering views. There would be some construction traffic along the A1071 and A1214 which are PAR. Taller equipment, such as cranes, partially constructed pylons and the construction activity association with the removal of existing pylons would potentially be visible above woodland in places, including from the western edge of Chantry Park. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Beyond 1.5 km the scale of change would be barely perceptible, increasing to small from the western edge of Chantry Park along Hadleigh Road. The magnitude of effect would be barely perceptible, increasing to low from the western edge of Chantry Park. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** from the western edge of Chantry Park.

Operation Year 1 (Without Mitigation)

13.6.30 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates limited theoretical visibility across the VRA, with theoretical visibility of up to 52 pylons at the north-western edge of Ipswich.

13.6.31 This VRA is located 1.5 km to the east of the proposed overhead line. From some limited areas, for example some parts of the A1071 and from Hadleigh Road on the edge of Chantry Park Conservation Area (as represented by Viewpoint 3.29 Hadleigh Road, near Chantry Park (Figure 7.12.F96) (document reference 7.12)), there would be views towards the overhead line above distant wooded skylines to the west. Views from within Chantry Park itself would be screened by the woodland cover in this area. Existing overhead lines in the distance would be undergrounded in part and removed

from views, although the Project would appear larger in comparison. Given the distance, combined with intervening layers of vegetation, the valley landform in the north, and buildings which filter and screen most views, including from the western edge of Ipswich and Sproughton, the Project is not anticipated to be perceptible from the majority of the VRA. This includes from Church Lane (Quiet Lane) and from the Gipping Valley River Path. Where visible, the Project would be seen in the context of existing overhead lines and industrial and urban land uses. The scale of change would be barely perceptible beyond 1.5 km, increasing to small from the western edge of Chantry Park along Hadleigh Road. The magnitude of effect would be barely perceptible, increasing to low from the western edge of Chantry Park. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** from the western edge of Chantry Park.

Mitigation

13.6.32 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.6.33 The effects of the Project would remain as in Operation Year 1: **negligible and not significant beyond** 1.5 km, increasing to **minor and not significant (adverse)** from the western edge of Chantry Park.

Assessment Summary

13.6.34 Table A13.3.28 summarises the sensitivity and assessment judgements for C3 Ipswich West, Bramford and Sproughton.

Table A13.3.28 Visual assessment summary for VRA C3 Ipswich West, Bramford and Sproughton (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Barely perceptible, increasing to low from the western edge of Chantry Park.
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Negligible and not significant, increasing to minor and not significant (adverse) from the western edge of Chantry Park.
Operation Year 1	**Magnitude**	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Barely perceptible, increasing to low from the western edge of Chantry Park.
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Negligible and not significant, increasing to minor and not significant (adverse) from the western edge of Chantry Park.
Operation Year 15	**Magnitude**	N/A, as VRA is not	N/A, as VRA is not within 0.5 – 1.5 km	Barely perceptible, increasing to low from the western edge of Chantry Park.

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		within 0.5 km		
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Negligible and not significant, increasing to minor and not significant (adverse) from the western edge of Chantry Park.

VRA C4 Chattisham (Section C)

Description and Visual Baseline

13.6.35 This VRA is located to the north-west of the Project in the area broadly between Chattisham and Duke Street in the north-east and Upper Layham in the south-west. The landscape is a gently undulating farmland plateau, crossed by tributary valleys including a tributary of the River Brett to the south. Immediately south of Duke Street is the head of a tributary valley connecting to the Belstead Brook. There are small linear settlements including Duke Street and Chattisham in the north-east of the area and Upper Layham in the south-west. Some scattered properties are associated with the local road and lane network. There are areas of woodland and shelterbelts, the largest of which are Ramsey Wood, Hintlesham Great Wood, Brimlin Wood, Toms Wood and Raydon Great Wood. Elsewhere tree cover is most often associated with settlement and smaller field patterns. Existing overhead lines are intermittently visible in this landscape.

13.6.36 From the gently undulating plateau there is a more open and exposed character with frequent medium distance views. In other places, the smaller irregular field pattern, bounded by hedgerows and hedgerow trees provides some visual containment. Vegetation and landform associated with the tributary valleys in the north-east and south-west provides a sense of enclosure. There are some large areas of woodland which screen / filter views in places including Hintlesham Great Wood, Brimlin Wood and Raydon Great Wood.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Hintlesham, Chattisham, Upper Layham, and other surrounding properties
- People using the network of local PRoW, NCN Route 1 and the Hadleigh Railway Walk
- Horse riders using bridleways
- People travelling along the B1070 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 3.05 The Street / NCR 1, Chattisham (Figure 7.12.F75) (document reference 7.12)
- Viewpoint 3.08 NCR 1, Woodlands Road (Figure 7.12.F78) (document reference 7.12)

- Viewpoint 3.25 PRoW near Woodlands Hall (Raydon 5) (Figure 7.12.F92) (document reference 7.12).

Sensitivity

13.6.37 In the VRA, residential receptors and recreational receptors using PRoW, the Hadleigh Railway Walk and users of NCN routes, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. Views from within the VRA are generally not associated with any designated landscapes or landmarks. The Hadleigh Neighbourhood Plan identifies important views within this area, including from the Hadleigh Railway Walk. Therefore, views are of regional / local value.

13.6.38 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.6.39 Construction activity including vegetation removal and third-party works would be visible along the eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be tree and hedgerow loss to the east of Chattisham due to the Project as well as vegetation loss near Birch House Farm due to the undergrounding of an overhead line. Construction works would include works at Wenham Grove CSE compound and the proposed underground cable which runs to the south. There would be close views towards a temporary construction compound (JC-SC01) at Wenham Grove CSE compound, from nearby PRoWs. The undergrounding of wood pole lines would be visible in close views from nearby roads, properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Chattisham Road and a minor road west of Birch House Farm between Wenham Road and Clay Hill. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible to no effect within the tributary valley in the south-west of the VRA, and within large areas of woodland, including Raydon Great Wood, Ramsey Wood and Hintlesham Great Wood. The magnitude of effect would be low, reducing to barely perceptible to none. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** or **no effect (not significant)** within valleys and areas of woodland.

Operation Year 1 (Without Mitigation)

13.6.40 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8)

indicates theoretical visibility of up to 52 pylons around Cobbler's Corner. Theoretical visibility is lower west of Hadleigh Farm, and no theoretical visibility is shown west of Great Raydon Wood.

13.6.41 The Project would be visible in close views (within 0.5 km) from the east of the VRA, including towards the overhead line and Wenham Grove CSE compound, where the Project would transition to underground cable. The overhead line would be seen on the skyline and would be prominent in views, including from Chattisham. Views towards the CSE compound would be largely backclothed, with the tops of the gantries visible on the skyline (as represented by Viewpoint 3.25 PRoW near Woodlands Hall (Raydon 5) (Figure 7.12.F92) (document reference 7.12)), from its immediate surroundings in the south of the VRA. The CSE compound is unlikely to be noticeable from the north of the VRA. Vegetation removed during construction would be reinstated (with the exception of trees above the cable route), although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to small from the south of the VRA, south of Wenham Grove CSE compound. The magnitude of effect would be high, reducing to low. The effect would be **major and significant (adverse)**, reducing to **minor and not significant (adverse)** south of Wenham Grove CSE compound, along the proposed underground cable alignment.

13.6.42 In close to medium distance views (between 0.5 km and 1.5 km) the overhead line would most often be seen on the skyline, above intervening trees and hedgerows (as represented by Viewpoint 3.08 NCR 1, Woodlands Road (Figure 7.12.F78) (document reference 7.12) and Viewpoint 3.05 The Street / NCR 1, Chattisham (Figure 7.12.F75) (document reference 7.12), including from NCN Route 1, and the settlement of Chattisham. Views from the Hadleigh Railway Walk would be limited due to the screening properties of surrounding woodland. In some views, the Project would be seen in the context of existing 132 kV and 400 kV overhead lines. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.6.43 There would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with the layers of intervening vegetation screening and filtering views, including from the Hadleigh Railway Walk west of Raydon Great Wood. Elsewhere, for example along the tributary of the River Brett, the landform would screen views towards the Project. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible to no effect within the tributary valley in the south-west of the VRA, and within large areas of woodland, including Raydon Great Wood, Ramsey Wood and Hintlesham Great Wood. The magnitude of effect would be low, reducing to barely perceptible to none. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** or **no effect (not significant)** within valleys and areas of woodland.

Mitigation

13.6.44 Landscape mitigation is proposed within the Environmental Area located around Wenham Grove CSE compound. This mitigation would include:

- Retention of existing vegetation where practicable, including retention and protection of woodland at Wenham Grove and south of the former railway line
- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing woodland habitat and provide further filtering/screening of views towards the CSE compound from the south and east

- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Use of spoil material to create a subtle landform south-east of the CSE compound, which blends into the existing topography and contribute to screening of the CSE compound. The spoil bund would be planted with deciduous woodland to expand woodland habitat and provide further filtering/screening of views
- Proposed native hedgerows with native trees to existing field boundaries, including to the north and west of the CSE compound and along the permanent access from the east
- Proposed neutral grassland over proposed underground cables and below existing and proposed overhead lines.

Operation Year 15 (With Mitigation)

13.6.45 In the longer term, proposed planting within the Environmental Area around Wenham Grove CSE compound would reach semi-maturity. This would reduce effects on residents and users of PRoW, the Hadleigh Railway Walk and NCN Route 1 within a localised area around the CSE compound, by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. There would be a medium scale of change and medium magnitude of effect, resulting in a **moderate and significant (adverse)** effect in proximity to the CSE compound. Elsewhere, the effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **minor and not significant (adverse)** south of Wenham Grove CSE compound, along the proposed underground cable alignment; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** or **no effect (not significant)** within valleys and areas of woodland.

Assessment Summary

13.6.46 Table A13.3.29 summarises the sensitivity and assessment judgements for C4 Chattisham.

Table A13.3.29 Visual assessment summary for VRA C4 Chattisham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible from the Hadleigh Railway Walk.	Low, reducing to barely perceptible to no effect (not significant) from within tributary valleys and areas of woodland.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), particularly from	Minor and not significant (adverse), reducing to negligible and

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			Chattisham and along NCN Route 1, reducing to negligible from the Hadleigh Railway Walk.	not significant to no effect (not significant) from within tributary valleys and areas of woodland.
Operation Year 1	**Magnitude**	High, reducing to medium in the south of the VRA.	Medium, reducing to barely perceptible from the Hadleigh Railway Walk.	Low, reducing to barely perceptible to no effect (not significant) from within tributary valleys and areas of woodland.
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) in the south of the VRA.	Moderate and significant (adverse), particularly from Chattisham and along NCN Route 1, reducing to negligible from the Hadleigh Railway Walk.	Minor and not significant (adverse), reducing to negligible and not significant to no effect (not significant) from within tributary valleys and areas of woodland.
Operation Year 15	**Magnitude**	High, reducing to medium around the CSE compound and low in the south of the VRA along the proposed underground cable.	Medium, reducing to barely perceptible from the Hadleigh Railway Walk.	Low, reducing to barely perceptible to no effect (not significant) from within tributary valleys and areas of woodland.
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) around the CSE compound and minor and not significant (adverse) in the south of the VRA along the proposed underground cable.	Moderate and significant (adverse), particularly from Chattisham and along NCN Route 1, reducing to negligible from the Hadleigh Railway Walk.	Minor and not significant (adverse), reducing to negligible and not significant to no effect (not significant) from within tributary valleys and areas of woodland.

VRA C5 Capel St Mary (Section C)

Description and Visual Baseline

13.6.47 This VRA is located to the south-east of the Project in the area broadly between Copdock in the north-east and Capel St Mary in the south-west. The landscape is a gently undulating plateau with shallow valleys, including tributaries of the River Stour. The valley of the Spring Brook, a tributary of the River Gipping, is in the north of the area. Capel St Mary is a large village in the south of the area, and there is a smaller settlement at Copdock in the north. Elsewhere there are smaller clustered or linear settlements along local roads and lanes. The small historic settlement of Little Wenham is to the north-west of Capel St Mary, and the church is a local landmark. Bentley Hall Road runs east of the A12 and is designated as a Quiet Lane. The landscape is characterised by large, open arable fields enclosed by mature hedgerows and scattered trees. There are occasional areas of woodland.

13.6.48 Views across the area are often filtered and sometimes screened by intermittent areas of woodland and copses such as at Wenham Thicks and Parkhouse, together with hedgerows and hedgerow trees and vegetation along a dismantled railway line in the south-west and along the A12. There is a sense of enclosure in the shallow valleys adjacent to small watercourses. From Capel St Mary, views are largely screened by buildings. From the edge of the settlement there are some views over the adjacent farmland. There are frequent views towards an existing 132 kV overhead line which passes through the area.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Copdock, Capel St Mary, Little Wenham and other smaller settlements
- People using the network of local PRoW and NCN Route 1
- Horse riders using bridleways
- People travelling along the A12 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 3.04 Church Lane, Washbrook (Figure 7.12.F74) (document reference 7.12)
- Viewpoint 3.09 PRoW, Little Wenham (Wenham Parva 14) (Figure 7.12.F79) (document reference 7.12)
- Viewpoint 3.28 PRoW near Capel St Mary (Copdock 19) (Figure 7.12.F95) (document reference 7.12).

Sensitivity

13.6.49 In the VRA, residential receptors and recreational receptors using PRoW and NCN routes, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes or landmarks. The Copdock and Washbrook Neighbourhood Plan

identifies important views within this area, including from Mace Green. Therefore, views are of regional / local value.

13.6.50 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.6.51 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be some tree loss along field boundaries and roads due to the Project development as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be works at Wenham Grove CSE compound and the substation compound (JC-SC01) visible in the adjacent VRA. The undergrounding of existing wood pole lines would be visible in close views from nearby roads, properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Chattisham Road and a minor road west of Birch House Farm between Wenham Road and Clay Hill. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large to the west of Washbrook in the north and reducing to small at Little Wenham. The magnitude of effect would be medium, increasing to high west of Washbrook and reducing to low at Little Wenham. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** west of Washbrook and reducing to **minor and not significant (adverse)** at Little Wenham
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**. There would be no magnitude and **no effect (not significant)** on views from the east of the A12, including from Bentley Hall Road (Quiet Lane) due to distance, woodland and vegetation along the A12.

Operation Year 1 (Without Mitigation)

13.6.52 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons The Rookery, Wenham Grange and such as Coles Green Farm and a Fen Farm.

13.6.53 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent, including from NCN Route 1 where the overhead line crosses the NCN near Coles Green Farm. In the south-west of the VRA, the Wenham Grove CSE compound would be noticeable in views from a localised area. There would be some filtering of the Project by hedgerows and hedgerow trees, although the Project would still be prominent on the skyline, in a relatively open landscape. Vegetation removed during

construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.6.54 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, with some filtering from intervening hedgerows and trees. The Project would be seen in the context of an existing 132 kV overhead line from the northern part of the VRA. There would be medium distance views from the southern edge of Washbrook (as represented by Viewpoint 3.04 Church Lane, Washbrook (Figure 7.12.F74) (document reference 7.12)), where pylons would be visible over a long distance, with some stacking between pylons. From the south of the VRA, around Great Wenham, the shallow valley landform and vegetation including woodland would filter and screen views towards the Project. Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large to the west of Washbrook in the north and reducing to small at Little Wenham. The magnitude of effect would be medium, increasing to high west of Washbrook and reducing to low at Little Wenham. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** west of Washbrook and reducing to **minor and not significant (adverse)** at Little Wenham.

13.6.55 The would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with layers of intervening vegetation screening and filtering views. The Project would be seen in the context of an existing 132 kV overhead line which would be closer to some receptors (as represented by Viewpoint 3.28 PRoW near Capel St Mary (Copdock 19) (Figure 7.12.F95) (document reference 7.12)). Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**. There would be no magnitude and **no effect (not significant)** on views from the east of the A12, including from Bentley Hall Road (Quiet Lane) due to distance, woodland and vegetation along the A12.

Mitigation

13.6.56 Landscape mitigation is proposed within the Environmental Area located around Wenham Grove CSE compound. This mitigation would include:

- Retention of existing vegetation where practicable, including retention and protection of woodland at Wenham Grove and south of the former railway line
- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing woodland habitat and provide further filtering/screening of views towards the CSE compound from the south and east
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Use of spoil material to create a subtle landform south-east of the CSE compound, which blends into the existing topography and contribute to screening of the CSE compound. The spoil bund would be planted with deciduous woodland to expand woodland habitat and provide further filtering/screening of views
- Proposed native hedgerows with native trees to existing field boundaries, including to the north and west of the CSE compound and along the permanent access from the east

- Proposed neutral grassland over proposed underground cables and below existing and proposed overhead lines.

Operation Year 15 (With Mitigation)

13.6.57 In the longer term, proposed planting within the Environmental Area around Wenham Grove CSE compound would reach semi-maturity. This would reduce effects on residents and users of PRoW and the Hadleigh Railway Walk within a localised area around the CSE compound, by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. There would be a medium scale of change and medium magnitude of effect, resulting in a **moderate and significant (adverse)** effect in proximity to the CSE compound. Elsewhere, the effects of the Project would remain as in Operation Year 1: **major and significant (adverse) within 0.5 km; moderate and significant (adverse)** between 0.5 km and 1.5 km, increasing to **major and significant (adverse)** west of Washbrook and reducing to **minor and not significant (adverse)** at Little Wenham; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **no effect (not significant)** from the east of the A12, including from Bentley Hall Road (Quiet Lane).

Assessment Summary

13.6.58 Table A13.3.30 summarises the sensitivity and assessment judgements for C5 Capel St Mary.

Table A13.3.30 Visual assessment summary for VRA C5 Capel St Mary (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, increasing to high to the west of Washbrook and reducing to low at Little Wenham.	Low, reducing to none to the east of the A12.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) to the west of Washbrook and reducing to negligible and not significant at Little Wenham.	Minor and not significant (adverse), reducing to no effect (not significant) to the east of the A12.
Operation Year 1	**Magnitude**	High	Medium, increasing to high to the west of Washbrook and reducing to low at Little Wenham.	Low, reducing to none to the east of the A12.
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) to the west of Washbrook and reducing to negligible and not	Minor and not significant (adverse), reducing to no effect (not significant) to the east of the A12.

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			significant at Little Wenham.	
Operation Year 15	**Magnitude**	High, reducing to medium around the CSE compound	Medium, increasing to high to the west of Washbrook and reducing to low at Little Wenham.	Low, reducing to none to the east of the A12.
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) around the CSE compound	Moderate and significant (adverse), increasing to major and significant (adverse) to the west of Washbrook and reducing to negligible and not significant at Little Wenham.	Minor and not significant (adverse), reducing to no effect (not significant) to the east of the A12.

VRA C6 Raydon (Section C)

Description and Visual Baseline

13.6.59 This VRA is located to the west of the Project in the area around Lower Raydon and Raydon. The majority of the area is within Dedham Vale National Landscape. The relatively steep-sided Brett Valley is in the west of the area, with tributary valleys to the east. The landform rises around the Brett Valley and its tributaries to a more settled and gently undulating plateau. Raydon is located in the east, on the plateau top. The B1070 runs through the area and there is a network of local roads, many of which are designated as Quiet Lanes, including Higham Road, Sulleys Hill, Lower Raydon and Noaks Road. The landscape is mostly arable farmland, with hedgerows and scattered areas of woodland.

13.6.60 There is visual diversity across the VRA. On flatter areas in the east, large fields contribute to a more open and exposed character, although in some places such as immediately around the settlement of Raydon, the smaller organic field pattern, bounded by hedgerows and hedgerow trees provides a sense of visual containment. Woodland, including ancient semi-natural woodland, screens/filters some views, and is often associated with historic estates and former parkland. Vegetation and landform associated with the tributary valleys and Brett Valley in the west provides a sense of enclosure and visual containment.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Raydon, Lower Raydon and other scattered smaller settlements
- People using the network of local PRoW, and open access land
- People travelling along the B1070 and the network of local lanes which cross the VRA. A number of lanes such as Wade's Lane, Shelly Road, Sulleys Hill, Higham Hill and Noaks Road are Designated Lanes.

Viewpoints

- Viewpoint 3.24 Higham Hill, south of Lower Raydon (Figure 7.12.F91) (document reference 7.12).

Sensitivity

13.6.61 In the VRA, residential receptors and recreational receptors using PRoW, including Designated Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. Views from within Dedham Vale National Landscape and its setting are of national / regional value. Views outside of the National Landscape and its setting are of local / community value, as they are not associated with any designated landscapes, landmarks or promoted views.

13.6.62 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high** and would be **high** within the National Landscape.

Assessment of Effects

Construction

13.6.63 Construction activity including vegetation removal and third-party works would be visible along the eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery along temporary bypass haul roads in the adjacent VRA, cabling haul roads and the construction of the proposed underground cable. There would be some tree loss along field boundaries and roadsides due to the undergrounding of a cable as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a temporary construction compound (JC-CC02) and batching compound (JC-BC01) in the adjacent VRA, north of the B1070 between Raydon and Holton St Mary. The temporary construction compound would be visible from the B1070, Acacia Road and nearby PRoW and properties on the edge of Raydon. Vegetation removal as a result of the undergrounding would be perceptible in views. Construction activity may include lighting in the hours of darkness, including lighting which may be required for trenchless crossing works undertaken at night. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**
- Beyond 1.5 km the scale of change would be barely perceptible to no effect. The magnitude of effect would be barely perceptible to none. The effect would be **negligible and not significant** to **no effect (not significant).**

Operation Year 1 (Without Mitigation)

13.6.64 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 37 pylons at Raydon, with limited to no theoretical visibility across the rest of the VRA.

13.6.65 Vegetation removed during construction would be reinstated (with the exception of trees above the cable route), although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

13.6.66 In close to medium distance views (between 0.5 km and 1.5 km), the underground cable along the eastern boundary of the VRA would not be perceptible. Due to the landform, distance and layers of vegetation including woodland, Wenham Grove CSE compound (1.5 km to the north) is unlikely to be noticeable in views. There would be views towards the proposed overhead line to the north from elevated locations, including within the National Landscape and along NCN Route 1, such as Elcott (as represented by Viewpoint 3.24 Higham Hill, south of Lower Raydon (Figure 7.12.F91) (document reference 7.12)), although views would be distant, heavily screened by woodland and where visible, often backclothed by woodland, forming a small element in views. Views elsewhere would be filtered and screened by layers of intervening vegetation, woodland including Raydon Great Wood (within neighbouring VRA C4) and by the valley landform. Between 0.5 km and 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

13.6.67 The would be a further reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with layers of intervening vegetation screening and filtering views. Perceptibility of the Project, including within the National Landscape, would be reduced further due to the valley topography along the River Brett. Beyond 1.5 km the scale of change would be barely perceptible to no effect. The magnitude of effect would be barely perceptible to none. The effect would be **negligible and not significant** to **no effect (not significant)**.

Mitigation

13.6.68 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.6.69 The reinstated vegetation along the proposed underground cable alignment would be semi-mature, although growth rates would vary depending upon local conditions. It is anticipated that views towards the Project would be returned to that similar to the baseline scenario and the scale of change within 0.5 km would reduce to barely perceptible. The magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Assessment Summary

13.6.70 Table A13.3. 31 summarises the sensitivity and assessment judgements for C6 Raydon.

Table A13.3. 31 Visual assessment summary for VRA C6 Raydon (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Barely perceptible	Barely perceptible to none
	Significance	Major and significant (adverse)	Negligible and not significant	Negligible and not significant to no effect (not significant)
Operation Year 1	**Magnitude**	Low	Barely perceptible	Barely perceptible to none
	Significance	Minor and not significant (adverse)	Negligible and not significant	Negligible and not significant to no effect (not significant)
Operation Year 15	**Magnitude**	Barely perceptible	Barely perceptible	Barely perceptible to none
	Significance	Negligible and not significant	Negligible and not significant	Negligible and not significant to no effect (not significant)

VRA C7 Holton St Mary and East Bergholt (Section C)

Description and Visual Baseline

13.6.71 This VRA is located to the east of the Project in the area around Great Wenham and Holton St Mary. The southern part of the area is within Dedham Vale National Landscape. The landscape is a gently undulating farmland plateau, with tributary valleys of the Stutton Brook in the east. Settlement is concentrated along local roads and the B1070, at Holton St Mary and Bacon's Green in the west and Coopers Corner and Great Wenham to the north. Part of the large village of East Bergholt is located in the south of the VRA. The landscape is characterised by open arable fields bounded by mature hedgerows and hedgerow trees. There are occasional areas of woodland and shelterbelts, concentrated around and to the north of Holton Brook Valley.

13.6.72 There is a combination of open and enclosed views from this area. Vegetation and landform associated with the tributary valleys in the east provide a sense of visual enclosure. On flatter landform to the centre of the area and within Raydon Airfield, large fields and less frequent tree cover creates a more open and exposed character and allows more frequent medium distance views. Vegetation along the A12 screens / filters views to the north from the south of the area. From higher points, including along the B1070, there are long distance open views towards rolling hills with a wooded backdrop.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of East Bergholt, Holton St Mary, Great Wenham and other scattered, smaller settlements
- People using the network of local PRoW
- Horse riders using bridleways

- People travelling along the A12, B1070 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 3.17 Great Wenham (Figure 7.12.F85) (document reference 7.12)
- Viewpoint 3.30 PRoW south of Greenfields (Figure 7.12.F97) (document reference 7.12).

Sensitivity

13.6.73 In the VRA, residential receptors and recreational receptors using PRoW, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within Dedham Vale National Landscape and its setting are of national / regional value. Outside of the National Landscape and its setting, views are not associated with any designated landscapes or landmarks. The East Bergholt Neighbourhood Plan identifies important views within this area, including from the edge of East Bergholt and from the local lanes to the north of the village. Views outside of the National Landscape are therefore of regional / local value.

13.6.74 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high** and would be **high** within the National Landscape.

Assessment of Effects

Construction

13.6.75 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including part of the B1070 and Hadleigh Road. A bypass haul road would be constructed to the north of Holton St Mary and there would be a laydown area at the junction of the A12 and B1070. There would be some loss of trees along field boundaries and roadsides due to the underground cable as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). From the north of the VRA there would be close views of construction works at Wenham Grove CSE compound and substation compound (JC-SC01). There would be close views towards a temporary construction compound (JC-CC02) and batching compound (JC-BC01) along the proposed underground cable alignment, north of the B1070 between Raydon and Holton St Mary. The temporary construction compound would be visible from the B1070, Acacia Road and nearby PRoW. Vegetation removal as a result of the undergrounding would be perceptible in views. Construction activity may include lighting in the hours of darkness, including lighting which may be required for trenchless crossing works undertaken at night.

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be small, increasing to medium in a localised area north of Holton St Mary. The magnitude of effect would be low, increasing to medium. The effect would be **minor and not**

significant (adverse), increasing to **moderate and significant (adverse)** north of Holton St Mary

- Beyond 1.5 km the scale of change would be barely perceptible, increasing to small in a localised area at the junction of the A12 and B1070. The magnitude of effect would be barely perceptible, increasing to low. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** at the A12/B1070 junction.

Operation Year 1 (Without Mitigation)

13.6.76 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons east of Holton St Mary, with lower theoretical visibility across the rest of the VRA.

13.6.77 The overhead line and Wenham Grove CSE compound would be visible in close views (within 0.5 km) from the north-west of the VRA. Layers of field boundary vegetation and woodland would filter and screen views of the infrastructure. Vegetation removed during construction would be reinstated (with the exception of trees above the underground cable route), although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable, including from the National Landscape near Bobbits Hall. Within 0.5 km the scale of change would be small, increasing to medium in the north-west corner of the VRA near Wenham Grove CSE compound. The magnitude of effect would be low, increasing to medium. The effect would be **minor and not significant (adverse)**, increasing to **moderate and significant (adverse)** at Wenham Grove CSE compound.

13.6.78 In close to medium distance views (between 0.5 km and 1.5 km), the underground cable along the western boundary of the VRA would not be perceptible. There would be views towards the proposed overhead line and CSE compound from localised areas in the north-west of the VRA, such as from around Coopers Corner, although intervening layers of vegetation would heavily filter and screen views. It is unlikely that the Project would be visible from the National Landscape at this distance. Between 0.5 km and 1.5 km the scale of change would be barely perceptible, increasing to small from the north-west of the VRA. The magnitude of effect would be barely perceptible, increasing to low. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** in the north-west of the VRA.

13.6.79 The would be a further reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with layers of intervening vegetation screening and filtering views. Changes to vegetation along the underground cable alignment would not be perceptible at this distance. Where visible in glimpsed views, including from Highfields and the A12, south-east of Holton St Mary, the proposed overhead line would form a small element in distant views. It is unlikely that the Project would be visible from the National Landscape, particularly in the south of the VRA due to distance and layers of vegetation, or from the tributary valley north of Lattinford Hill due to landform and vegetation cover. The scale of change would be barely perceptible, reducing to none from the tributary valley north of Lattinford Hill and from the National Landscape. The magnitude of effect would be barely perceptible, reducing to none. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** from the tributary valley north of Lattinford Hill and from the National Landscape.

Mitigation

13.6.80 Landscape mitigation is proposed within the Environmental Area located around Wenham Grove CSE compound. This mitigation would include:

- Retention of existing vegetation where practicable, including retention and protection of woodland at Wenham Grove and south of the former railway line
- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing woodland habitat and provide further filtering/screening of views towards the CSE compound from the south and east
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Use of spoil material to create a subtle landform south-east of the CSE compound, which blends into the existing topography and contribute to screening of the CSE compound. The spoil bund would be planted with deciduous woodland to expand woodland habitat and provide further filtering/screening of views
- Proposed native hedgerows with native trees to existing field boundaries, including to the north and west of the CSE compound and along the permanent access from the east
- Proposed neutral grassland over proposed underground cables and below existing and proposed overhead lines.

Operation Year 15 (With Mitigation)

13.6.81 In the longer term, proposed planting within the Environmental Area around Wenham Grove CSE compound would reach semi-maturity. This would reduce effects on residents and users of PRoW within a localised area around the CSE compound north of Lodge Farm, by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. There would be a small scale of change and low magnitude of effect, resulting in a **minor and not significant (adverse)** effect in proximity to the CSE compound. Elsewhere, effects of the Project would remain as in Operation Year 1: **minor and not significant (adverse)** within 0.5 km; **negligible and not significant** between 0.5 km and 1.5 km; and **negligible and not significant** beyond 1.5 km, reducing to **no effect (not significant)** from the tributary valley north of Lattinford Hill and from the National Landscape.

Assessment Summary

13.6.82 Table A13.3.32 summarises the sensitivity and assessment judgements for C7 Holton St Mary and East Bergholt.

Table A13.3.32 Visual assessment summary for VRA C7 Holton St Mary and East Bergholt (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, including from the National Landscape	Low, increasing to medium north of Holton St Mary	Barely perceptible, increasing to low from the localised area at the junction of the A12 and B1070, reducing to none within the National Landscape.
	Significance	Major and significant (adverse), including from the National Landscape	Minor and not significant (adverse), increasing to moderate and significant (adverse) from the localised area north of Holton St Mary	Negligible and not significant, increasing to minor and not significant (adverse) from the localised area at the junction of the A12 and B1070. No effect (not significant) within the National Landscape
Operation Year 1	**Magnitude**	Low, increasing to medium in the north-west corner of the VRA	Barely perceptible, increasing to Low in the north-west corner of the VRA	Barely perceptible, reducing to no effect (not significant) from the National Landscape and from the tributary valley north of Lattinford Hill
	Significance	Minor and not significant (adverse), increasing to moderate and significant (adverse), from within the National Landscape and from the north-west corner of the VRA	Minor and not significant (adverse)	Negligible and not significant, reducing to no effect (not significant) from the National Landscape and tributary valley north of Lattinford Hill
Operation Year 15	**Magnitude**	Barely perceptible, increasing to low from the north-west corner of the VRA	Barely perceptible, increasing to Low in the north-west corner of the VRA	Barely Perceptible, increasing to Low from the north-west corner of the VRA
	Significance	Minor and not significant (adverse)	Negligible and not significant, increasing to minor and not	Minor and not significant (adverse)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			significant (adverse) in the north-west corner of the VRA	

VRA C8 Higham (Section C)

Description and Visual Baseline

13.6.83 This VRA is located to the west of the Project in the area around Higham. All of the VRA is within Dedham Vale National Landscape. The Stour Valley runs east/west through the VRA and has a flat valley floor with rolling valley sides. Part of the Brett Valley is within the north of the VRA, merging with the Stour Valley at Higham. In the far north and south of the area the valley sides rise gently towards an undulating plateau. Farmland comprises arable fields bounded by hedgerows. There is a network of woodland along the Stour Valley and on the rising valley sides in the north and south of the VRA.

13.6.84 Settlement is located along the local road and lane network including the B1068. Higham is in the north-east and Thorington Street is in the west. Elsewhere there are scattered properties. The PRoW network is concentrated around Higham. The St Edmund Way and Stour Valley Path long distance routes run along the valley floor and the Essex Way long distance route runs along the valley side to the south.

13.6.85 Within the Stour Valley and its tributaries, including the Brett Valley, views are typically contained by the enclosing landform. Woodland, riparian vegetation and field boundary vegetation further filter and screen views. Some long distance views are available from upper valley slopes, looking across the flat floodplain of the Stour through gaps in vegetation. In the south of the VRA there are occasional views out of the National Landscape across the adjacent farmed plateau.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Langham, Higham and other scattered, smaller settlements
- People using the network of local PRoW, St Edmund Way, Stour Valley Path, Essex Way and Langham Mill Lane
- People travelling along the B1068 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 3.27 B1066 Park Road, near Thorington Street (Figure 7.12.F94) (document reference 7.12).

Sensitivity

13.6.86 In the VRA, residential receptors and recreational receptors using PRoW, the Essex Way, St Edmund Way and the Stour Valley Path are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility as they are located

within the National Landscape and people's views would be more focussed on the surrounding landscape. As this VRA is located within Dedham Vale National Landscape, views are of national / regional value, including from Tendring Hall Park RPG, Giffords Hall Park RPG, Thorington Street Conservation Area and Higham Conservation Area.

13.6.87 Considering the judgements of susceptibility and value, overall sensitivity is judged to be **high**.

Assessment of Effects

Construction

13.6.88 Construction activity including vegetation removal and construction of the proposed underground cable would be visible along the eastern edge of the VRA, including from the St Edmund Way and Stour Valley Path. Construction activity would include the movement of vehicles and machinery along haul roads. There would be a loss of trees and hedgerows due to the proposed underground cable, including near Broomhouse and Docura's Farm, as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). Vegetation removal as a result of the undergrounding would be perceptible in views. Trenchless crossings are proposed under woodland east of Higham Hall Farm and at the River Stour. Construction activity may include lighting in the hours of darkness. This may include lighting required for trenchless crossing works undertaken at night, although this is likely to be an exceptional and infrequent occurrence. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 and 1.5 km, construction activity along the eastern boundary of the VRA would be filtered by intervening vegetation but would still be noticeable in views and so the scale of change would be small. The magnitude of effect would be low. The effect would be **minor and not significant (adverse)**
- Beyond 1.5 km, along the southern edge of the VRA, at Boxed and along Sky Hall Hill, the tops of partially constructed pylons and cranes may be visible in glimpsed views 3 km to the south but would be barely perceptible due to distance and layers of intervening vegetation. The scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.6.89 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates limited theoretical visibility of up to 23 pylons around Higham and Rivers Hall, with theoretical visibility of up to 9 pylons in the rest of the VRA.

13.6.90 Vegetation removed during construction would be reinstated (with the exception of trees above the underground cable alignment), although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Due to the landform, layers of vegetation including woodland and distance, the proposed overhead line is unlikely to be perceptible in views. Within 0.5 km the scale of change

would be small the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

13.6.91 In close to medium distance views (between 0.5 km and 1.5 km) and distant views (beyond 1.5 km) the Project would not be visible from the majority of the VRA, due to the undergrounding of the cable to the east and the landform, layers of vegetation and distance to the proposed overhead line to the north and south. From the southern edge of the VRA around Boxted and Sky Hall Hill, including from along the Essex Way, there may be glimpsed and distant views towards the proposed overhead line, over 3 km to the south. The scale of change would be none, increasing to barely perceptible from the southern edge of the VRA. The magnitude would be none, increasing to barely perceptible. There would be **no effect (not significant)**, increasing to a **negligible and not significant effect** along the southern boundary of the VRA.

Mitigation

13.6.92 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.6.93 The reinstated vegetation along the underground cable alignment would be semi-mature, although growth rates would vary depending upon local conditions. It is anticipated that within 0.5 km of the underground cable views towards the Project would be returned to that similar to the baseline scenario and the scale of change would reduce to barely perceptible. The magnitude of effect would be barely perceptible. The effect would be negligible and not significant. Elsewhere, effect would remain as in Operation Year 1: **no effect (not significant)**, increasing to a **negligible and not significant effect** along the southern boundary of the VRA.

Assessment Summary

13.6.94 Table A13.3.33 summarises the sensitivity and assessment judgements for C8 Higham.

Table A13.3.33 Visual assessment summary for VRA C8 Higham (Sensitivity: High)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Low	Barely perceptible
	Significance	Major and significant (adverse)	Minor and not significant (adverse)	Negligible and not significant
Operation Year 1	**Magnitude**	Low	None, increasing to barely perceptible from Sky Hall Hill including the Essex Way	Barely perceptible
	Significance	Minor and not significant (adverse)	No effect (not significant), increasing to negligible and not significant from Sky Hall Hill, including the Essex Way	Negligible and not significant

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 15	**Magnitude**	Barely perceptible	None, increasing to barely perceptible from Sky Hall Hill, including the Essex Way	Barely perceptible
	Significance	Negligible and not significant	No effect (not significant), increasing to negligible and not significant from Sky Hall Hill, including the Essex Way	Negligible and not significant

VRA C9 Stratford St Mary and Dedham (Section C)

Description and Visual Baseline

13.6.95 This VRA is located to the east of the Project in the area around Stratford St Mary, Langham and Dedham, within the Stour Valley. The majority of the VRA is within Dedham Vale National Landscape. The Stour Valley runs east/west through the VRA and has a wide and flat valley floor with rolling valley sides. To the north and south the valley sides rise to a gently undulating plateau. The topography is steeper in the south around Gun Hill Place, east of Langham. Farmland is arable and pasture, forming a patchwork of fields. There is woodland across the area, mainly in the north on upper valley sides and in the south around Langham.

13.6.96 The valley floor is occupied by the settlements of Stratford St Mary, on the north side of the River Stour and Langham and Dedham, on the south side. Elsewhere there are scattered properties on the valley sides. The Stour Valley is crossed by the A12 which runs north-east to south-west. There is a relatively dense PRoW network. St Edmund Way and Stour Valley Path long distance routes run along the valley floor and the Essex Way long distance route runs along the valley slopes to the south.

13.6.97 Views tend to be focused within the National Landscape, looking north or south across the broad Stour Valley. Views are frequently filtered and screened by woodland, field boundary vegetation and trees along the A12. Some long distance views are available from upper valley slopes, looking across the flat floodplain of the Stour Valley. From the north side of the Stour Valley there are some long views south across the National Landscape to the farmed plateau beyond, for example from Fenbridge Lane.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Stratford St Mary, Langham and Dedham and scattered properties
- People using the network of local PRoW, Essex Way, St Edmund Way and the Stour Valley Path
- People travelling along the A12, B1029 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 3.26 Essex Way, near Langham Hall (Figure 7.12.F93) (document reference 7.12)
- Viewpoint 3.20 Fenbridge Lane (Figure 7.12.F87) (document reference 7.12).

Sensitivity

13.6.98 In the VRA, residential receptors and recreational receptors using PRoW, the Essex Way, St Edmund Way and the Stour Valley Path are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility as they are located within the National Landscape and people's views would be more focussed on the surrounding landscape. As this VRA is located within Dedham Vale National Landscape, views from within the VRA are of national / regional value, including from Dedham, Stratford St Mary and the south-west edge of East Bergholt (which clips the VRA) Conservation Areas.

13.6.99 Considering the judgements of susceptibility and value, overall sensitivity is judged to be **high**.

Assessment of Effects

Construction

13.6.100 Construction activity including vegetation removal and construction of the proposed underground cable would be visible along the western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. Vegetation removal including roadside trees as a result of the undergrounding would be perceptible in views as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be a temporary construction compound (JC-CC03) and batching compound (JC-BC02) at Langham Hall, which would be visible in close views from Dedham Road, Ipswich Road, Gun Hill and nearby PRoW and properties, at the edge of the National Landscape. Trenchless crossings are proposed under woodland east of Higham Hall Farm and at the River Stour. Construction activity may include lighting in the hours of darkness. This may include lighting required for trenchless crossing works undertaken at night. From elevated locations within the VRA and from the south of the VRA, the tops of pylons and cranes may be visible in glimpsed views but would be filtered and screened by vegetation and would form a small element in view. The magnitude and level of effect would be as follows:

- Within 0.5 km of the proposed underground cable alignment and temporary construction compounds near Langham the scale of change would be large. The magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be barely perceptible, increasing to small in the south around Langham Hall. The magnitude of effect would be barely perceptible, increasing to low. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** around Langham Hall
- Beyond 1.5 km the scale of change would be barely perceptible, reducing to none along the Stour Valley floor and increasing to small from the edge of East

Bergholt where more elevated views would be available. The magnitude of effect would be barely perceptible, reducing to none along the Stour Valley floor and increasing to low from the edge of East Bergholt. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** along the Stour Valley floor and increasing to **minor and not significant (adverse)** from East Bergholt No theoretical visibility is indicated along the River Stour Valley.

Operation Year 1 (Without Mitigation)

13.6.101 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 37 pylons in small pockets including west and south-east of East Bergholt. More from parts of the VRA including at plateau tops such as near the reservoir and south of Stratford Road.

13.6.102 Vegetation removed during construction would be reinstated (with the exception of trees above the proposed underground cable alignment), although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Due to landform, layers of vegetation including woodland and distance, the overhead line located over 4.8 km to the north-east and 3 km to the south, is unlikely to be perceptible in views from the majority of the VRA. There would be occasional glimpsed views in the south-west corner of the VRA, to the west of Langham, where the Project would be filtered by vegetation and form a small element in views. Within 0.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

13.6.103 In close to medium distance views (between 0.5 km and 1.5 km), the proposed underground cable alignment would not be perceptible. The proposed overhead line is unlikely to be perceptible in views from the majority of the VRA including from Stratford St Mary. There would be occasional glimpsed views in the south of the VRA, including from parts of the Essex Way and at Langham Hall, where the Project would be filtered and form a small element in views. Between 0.5 km and 1.5 km the scale of change would be barely perceptible, increasing to small in the south around Langham Hall. The magnitude of effect would be barely perceptible, increasing to low. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** around Langham Hall.

13.6.104 Beyond 1.5 km, the Project would be screened from the Stour Valley floor, including from Dedham, due to landform. There would be occasional views south towards the proposed overhead line, from elevated landform in the north-east of the VRA, including from the edge of East Bergholt (as represented by Viewpoint 3.20 Fenbridge Lane (Figure 7.12.F87) (document reference 7.12)). Although partially visible on the skyline from this location, the proposed overhead line would be filtered by vegetation and would form a small element in distant views. Beyond 1.5 km the scale of change would be barely perceptible, reducing to none along the Stour Valley floor and increasing to small from the edge of East Bergholt. Views towards the Project would be screened by landform from Dedham. The magnitude of effect would be barely perceptible, reducing to none along the Stour Valley floor and increasing to low from the edge of East Bergholt. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** along the Stour Valley floor and increasing to **minor and not significant (adverse)** from East Bergholt.

Mitigation

13.6.105 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.6.106 The reinstated vegetation along the proposed underground cable alignment would be semi-mature, although growth rates would vary depending upon local conditions. It is anticipated that views towards the Project would be returned to that similar to the baseline scenario. Within 0.5 km of the underground cable the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**. Elsewhere, effects would remain as in Operation Year 1: **negligible and not significant** between 0.5 km and 1.5 km, increasing to **minor and not significant (adverse)** around Langham Hall; and **negligible and not significant** beyond 1.5 km, reducing to **no effect (not significant)** along the Stour Valley floor and increasing to **minor and not significant (adverse)** from East Bergholt.

Assessment Summary

13.6.107 Table A13.3.34 summarises the sensitivity and assessment judgements for C9 Stratford St Mary and Dedham.

Table A13.3.34 Visual assessment summary for VRA C9 Stratford St Mary and Dedham (Sensitivity: High)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Barely perceptible, increasing to low in the south around Langham Hall	Barely perceptible, increasing to low from elevated areas in the north-east, including East Bergholt. Reducing to no effect (not significant) from the Stour Valley floor.
	Significance	Major and significant (adverse)	Negligible and not significant, increasing to minor and not significant (adverse) in the south around Langham Hall	Negligible and not significant, increasing to minor and not significant (adverse) from elevated areas in the north-east, including East Bergholt. Reducing to no effect (not significant) from the Stour Valley floor.
Operation Year 1	**Magnitude**	Barely perceptible, increasing to low from the south of the VRA, west of Langham	Barely perceptible, increasing to low in the south around Langham Hall	Barely perceptible, increasing to low from elevated areas in the north-east, including East Bergholt. Reducing to no effect (not significant) from the Stour Valley floor.
	Significance	Negligible and not significant,	Negligible and not significant,	Negligible and not significant, increasing to

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		increasing to minor and not significant (adverse) in the south of the VRA, west of Langham	increasing to minor and not significant (adverse) in the south around Langham Hall	minor and not significant (adverse) from elevated areas in the north-east, including East Bergholt. Reducing to no effect (not significant) from the Stour Valley floor.
Operation Year 15	**Magnitude**	Barely perceptible, increasing to low from the south of the VRA, west of Langham	Barely perceptible, increasing to low in the south around Langham Hall	Barely perceptible, increasing to low from elevated areas in the north-east, including East Bergholt. Reducing to no effect (not significant) from the Stour Valley floor.
	Significance	Negligible and not significant, increasing to minor and not significant (adverse) in the south of the VRA, west of Langham	Negligible and not significant, increasing to minor and not significant (adverse) in the south around Langham Hall	Negligible and not significant, increasing to minor and not significant (adverse) from elevated areas in the north-east, including East Bergholt. Reducing to no effect (not significant) from the Stour Valley floor.

VRA C10 Dedham Heath (Section C)

Description and Visual Baseline

13.6.108 This VRA is located to the north-east of the Project, in the area surrounding Dedham Heath, the southern part of Dedham and Foxash Estate. The northern part of the VRA is located within Dedham Vale National Landscape. The topography comprises the north-facing upper sides of the Stour Valley, which rise to a gently undulating plateau to the south at Dedham Heath. The Black Brook, a tributary of the River Stour, runs west/east through the area through a narrow valley. To the east of Dedham Heath the plateau is crossed by two small and narrow valleys: the Shir Burn which extends from Foxash Estate to the Stour Valley to the north; and the Wignall Brook which is to the west of Lawford. The VRA is well settled and includes the southern part of Dedham, Lamb Corner, Dedham Heath and Foxash Estate. Elsewhere there are scattered properties along local roads and lanes. The A137 and B1028 run through the area, the former forming the southern boundary of Dedham Vale National Landscape in part. The A12 passes through the west of the VRA. Church Hill near St Mary's Church west of Lawford is a Protected Lane.

13.6.109 Views from the slopes of the Stour Valley are generally focussed to the north, with some long distance views over the Stour Valley, especially where there are large scale and open fields to the east of Dedham. Within the small scale valleys of the Black Brook, Shir Burn and Wignall Brook there is a stronger sense of visual enclosure. Woodland, intact hedgerows with hedgerow trees and riparian vegetation are frequent along the narrow and rolling valley slopes, typically containing views. Elsewhere, on the flatter plateau south of Dedham Heath, fields are generally larger

and sometimes more open, and there are some longer views to the south. Hedgerows and trees along roads, lanes, field boundaries and gardens screen and filter longer distance views. Modern settlement expansion and larger scale development, including nurseries at Foxash Estate, the A12, a railway line and an existing 132 kV overhead line in the east of the area are evidence of modern human-influence in this landscape.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Lamb Corner, Dedham Heath, Foxash Estate, the southern end of Dedham and scattered settlement often located along local roads in the area
- People using the network of local PRoW, including bridleways both within and outside Dedham Vale National Landscape. People walking on the Essex Way within Dedham Vale National Landscape and people using NCN Route 1 on Rectory Road along the edge of Dedham Vale National Landscape, to the west of the A12
- People travelling along Harwich Road and the network of local lanes which cross the VRA. Church Hill is designated as a Protected Lane.

Viewpoints

- Viewpoint 3.15 Birchwood Road west of Lamb Corner (Figure 7.12.F84) (document reference 7.12)
- Viewpoint 3.19 Essex Way/ Mill Hill, west of Lawford (Figure 7.12.F86) (document reference 7.12).

Sensitivity

13.6.110 Within the VRA, residential receptors and recreational receptors using PRoW, the Essex Way and NCN Route 1 are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility, including those within the National Landscape (noting that road users on A roads will be less susceptible). Views from within Dedham Vale National Landscape and its setting are of national / regional value. Views outside of the National Landscape and its setting are of local / community value, as they are not associated with any designated landscapes, landmarks or promoted views.

13.6.111 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high** and would be **high** within the National Landscape.

Assessment of Effects

Construction

13.6.112 Construction activity including vegetation removal and third-party works would be visible along the south-west edge of the VRA. Construction activity would include the movement of vehicles and machinery, including along haul roads and the Ipswich Road and A12 slip roads which are PAR. There would be some tree loss along roadsides including along Home Farm Lane as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of wood pole lines would be visible in close views. There would be

some taller elements, such as partially constructed pylons and cranes. Construction activity at the EACN, in the neighbouring VRA, would be perceptible in filtered views from the south of the VRA, in the vicinity of Foxash Estate. There would be a temporary construction compound (JC-CC03) and batching compound (JC-BC02) at Langham Hall in the neighbouring VRA, which would be visible in close views from nearby PRoW and properties, at the edge of the National Landscape. A temporary construction compound south of Birchwood Road (JC-CC04) in the neighbouring VRA, and construction laydown area, would be visible from Birchwood Road and nearby PRoW. Vegetation removal would be required for haul roads, bell mouths and visibility splays and undergrounding of the cable. There would be a notable concentration of construction activity where the overhead line and underground cable swathe broadly follow the same route from the north of Ardleigh towards the EACN. Crossing protection scaffolding would be visible where the overhead line crosses the A137 Harwich Road, the Great Eastern Main Line, Little Bromley Road, and Morrow Lane. Construction activity may include lighting in the hours of darkness, including lighting which may be required for trenchless crossing works undertaken at night. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large. The magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km of the scale of change would be medium, except in the area south-west of Foxash Estate where the scale of change would be large due to the presence of partially constructed pylons and a greater extent and intensity of construction. The magnitude of effect would be medium, increasing to high south-west of the Foxash Estate. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** south-west of the Foxash Estate
- Beyond 1.5 km the scale of change would be small, reducing to none from the north facing slopes of the Stour Valley. The magnitude of effect would be low, reducing to none. The effect would be **minor and not significant (adverse)**, reducing to **no effect (not significant)** from the north facing slopes of the Stour Valley.

Operation Year 1 (Without Mitigation)

13.6.113 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 37 pylons around Ardleigh Heath and south of Lawford. There is more limited theoretical visibility across the rest of the VRA.

13.6.114 The Project would be seen in close views (within 0.5 km) from the south-west of the VRA, most notably in views towards the overhead line to the south-west of Foxash Estate. Views towards the EACN Substation would be filtered and screened by intervening vegetation. Parts of the proposed overhead line are likely to be prominent and seen almost fully against the skyline in close views from the relatively flat and open area south-west of Foxash Estate; including from two PRoW and a bridleway that run through large open fields, and from a short section of Harwich Road. Close views would be likely from localised parts of the community including scattered properties and properties located along the relatively dense local road and lane network. Visibility of the overhead line would become more filtered with distance in the VRA due to layers of vegetation along field boundaries, roads and within gardens (as represented by Viewpoint 3.19 Essex Way/ Mill Hill, west of Lawford (Figure

7.12.F86) (document reference 7.12) and Viewpoint 3.15 Birchwood Road west of Lamb Corner (7.12.F84) (document reference 7.12)).

13.6.115 The underground cable alignment would be most apparent in close views (within 0.5 km) from the area around Black Brook Valley in the west of the VRA, down to Foxash Estate in the south-east. In some close views such as Viewpoint 3.15 Birchwood Road west of Lamb Corner (Figure 7.12.F84) (document reference 7.12) evidence of the cable route would be limited to the loss of small areas of vegetation such as at the junction of Hunter's Chase and Dedham Road. Vegetation removed during construction would be reinstated (with the exception of trees over the underground cable alignment), although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. The most notable amount of tree loss would be visible at Black Brook where a permanent loss of woodland and riparian tree cover would affect views from a local PRoW and scattered properties. Tree loss associated with the underground cable swathe south of the junction of Hunter's Chase and Dedham Road would be noticeable at Operation Year 1 though would be replaced by hedgerow. The introduction of above ground link boxes along the underground cable alignment would form small and infrequent components in some views.

13.6.116 Within 0.5 km the scale of change would be large in the south of the VRA in areas within close views to the overhead line, reducing to medium where the proposed underground cable crosses the Black Brook, and small elsewhere. The magnitude of effect would be high, reducing to medium at the Black Brook and low elsewhere. The effect would be **major and significant (adverse)** in the south of the VRA, reducing to **moderate and significant (adverse)** at the Black Brook, and **minor and not significant (adverse)** elsewhere.

13.6.117 In close to medium distance views (between 0.5 km and 1.5 km) glimpses of pylons would most often be seen on the skyline, above intervening trees and hedgerows. Views of the overhead line from Dedham Heath, Foxash Estate and Lamb Corner would be filtered and screened by intervening vegetation and buildings within the settlements themselves. The Project would not be visible from Dedham due to its location on north facing slopes of the Stour Valley. Visibility of the overhead line would be unlikely from areas west of the A12 and from the smaller scale valley landscapes in the north of the VRA including Black Brook, Shir Burn and Wignall Brook due to a combination of distance, landform and intervening vegetation. Between 0.5 km and 1.5 km the scale of change would be large in the south of the VRA, south of the Foxash Estate, and small elsewhere. The magnitude of effect would be high, reducing to low. The effect would be **major and significant (adverse)** in the south of the VRA, reducing to **minor and not significant (adverse)** elsewhere.

13.6.118 Beyond 1.5 km there would be a reduction in visibility, as perceptibility would reduce with distance and with layers of intervening vegetation screening and filtering views. Perceptibility of the Project, including views from within the National Landscape, would be reduced further due to the topography of the Stour Valley. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**, reducing to **no effect (not significant)** from the north facing sides of the Stour Valley.

Mitigation

13.6.119 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.6.120 The reinstated vegetation along the proposed underground cable alignment would be semi-mature, although growth rates would vary depending upon local conditions. It is anticipated that views along the cable route would be returned to that similar to the baseline scenario. Within 0.5 km of the underground cable the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**. Elsewhere, effects would remain as in Operation Year 1: within 0.5 km of the proposed overhead line effects would be **major and significant (adverse)** in the south of the VRA, reducing to **minor and not significant (adverse)** elsewhere; between 0.5 km and 1.5 km effects would be **major and significant (adverse)** in the south of the VRA, reducing to **minor and not significant (adverse)** elsewhere; and beyond 1.5 km effects would be **minor and not significant (adverse)**, reducing to **no effect (not significant)** from the north facing sides of the Stour Valley.

Assessment Summary

13.6.121 Table A13.3.35 summarises the sensitivity and assessment judgements for C10 Dedham Heath.

Table A13.3.35 Visual assessment summary for VRA C10 Dedham Heath (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, increasing to high in the area to the south-west of Foxash Estate	Low, reducing to none from north facing slopes of the Stour Valley
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) south-west of Foxash Estate	Minor and not significant (adverse), reducing to no effect (not significant) from north facing slopes of the Stour Valley
Operation Year 1	**Magnitude**	High in the south of the VRA in areas within close views to the overhead line, reducing to low elsewhere except the cable crossing under Black Brook which would result in a medium magnitude of effect	High in the south of the VRA (related to views of the overhead line), reducing to low elsewhere	Low, reducing to none from north facing slopes of the Stour Valley

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse) in the south reducing to moderate and significant (adverse) at the Black Brook and minor and not significant (adverse) elsewhere	Major and significant (adverse) in the south of the VRA, reducing to minor and not significant (adverse) elsewhere	Minor and not significant (adverse), reducing to no effect (not significant) from north facing slopes of the Stour Valley
Operation Year 15	**Magnitude**	Barely perceptible along the proposed underground cable. High in the south of the VRA in areas close to the overhead line, reducing to low elsewhere	High in the south of the VRA up to 1 km (related to views of the overhead line), reducing to low or barely perceptible elsewhere.	Low, reducing to none from north facing slopes of the Stour Valley
	Significance	Negligible and not significant along the proposed underground cable. Major and significant (adverse) in the south reducing to minor and not significant (adverse) elsewhere	Major and significant (adverse) up to 1 km, reducing to moderate and significant (adverse) up to 1.5 km in the south of the VRA (related to views of the overhead line). Elsewhere minor and not significant (adverse)	Minor and not significant (adverse), reducing to no effect (not significant) from north facing slopes of the Stour Valley

VRA C11 Langham (Section C)

Description and Visual Baseline

13.6.122 This VRA is located to the north and west of the Project, in the area surrounding Langham, Boxted, Boxted Cross and Ardleigh Heath. A small part of the area in the north, north of the Black Brook Valley, is located within Dedham Vale National Landscape. This VRA comprises a relatively flat landscape with steeper slopes in the north associated with the intimate Black Brook Valley. There are small, linear settlements and scattered properties, with a concentration of settlement at Boxted, Boxted Cross, Langham, Langham Moor, Birchall Corner/Harts Lane and Ardleigh Heath. The area is crossed by the A12 which runs north to south through the VRA from Langham to Wick Lane. Much of the field pattern is geometric and generally

comprises medium to large scale fields, enclosed by hedgerows. There are areas of woodland and pasture which add visual variety. Woodland is more dominant in smaller tributary river valleys, including along the Black Brook, and at Ardleigh Reservoir.

13.6.123 There is a combination of enclosed and open views in this area. There are some longer-distance views across open farmland in places, away from watercourses. There is a strong sense of visual enclosure in the intimate and tranquil Black Brook Valley in the north and at Ardleigh Reservoir. Settlements, roadside vegetation and woodland limit longer distance views in some areas.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Boxted, Boxted Cross, Langham, Langham Moor, Ardleigh Heath and scattered, smaller settlements
- People using the network of local PRoW including bridleways
- People travelling along the A12 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 3.31 Ardleigh Heath (Figure 7.12.F98) (document reference 7.12)
- Viewpoint 4.01 Boxted Airfield Memorial, Park Lane (Figure 7.12.F99) (document reference 7.12)
- Viewpoint 4.02 PRoW, Oldhouse Farm, south of Boxted (Boxted 38) (Figure 7.12.F100) (document reference 7.12)
- Viewpoint 4.16 Langham Playing Field off School Road, Langham (Figure 7.12.F113) (document reference 7.12).

Sensitivity

13.6.124 Within this VRA, residential receptors and recreational receptors using PRoW are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility, including those within the National Landscape (noting that road users on A roads will be less susceptible). Views from within Dedham Vale National Landscape and its setting are of national / regional value. Outside of the National Landscape and its setting, views are not associated with any designated landscapes, landmarks or promoted views, and are therefore considered of local / community value.

13.6.125 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high** and would be **high** within the National Landscape.

Assessment of Effects

Construction

13.6.126 Construction activity including vegetation removal and third-party works would be visible along the north-eastern and southern edges of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including parts of Wick Road and Birchwood Road. There would be some tree loss

along roadsides such as Langham Road due to the proposed undergrounding as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). Construction of the proposed underground cable would be visible in close views along the north-eastern edge of the VRA. A temporary construction compound south of Birchwood Road (JC-CC04) and construction laydown area would be visible from Birchwood Road and nearby PRoW. Vegetation removal would be visible in views, including the removal of woodland along the Black Brook. There would be construction activity associated with third-party works at Langham Lane as well as multiple locations south and east of Ardleigh Heath. There would be some taller elements, such as partially constructed pylons and cranes, particularly in the south of the VRA. A construction laydown area north of Wick Lane would be visible from local roads. Crossing protection scaffolding would be visible where the overhead line crosses Straight Road, Langham Lane, the A12 Ipswich Road, Old Ipswich Road, Dead Lane, Dedham Road, and Rookery Chase. Construction activity may include lighting in the hours of darkness, including lighting which may be required for trenchless crossing works undertaken at night. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be small. The effect would be **minor and not significant (adverse)**.

Operation Year 1 (Without Mitigation)

13.6.127 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons north of Langham Lodge, and up to 37 pylons around Parney Heath and south of Park Lane.

13.6.128 The Project would be undergrounded along the north-eastern edge of this VRA. In close views (within 0.5 km) from the north-east of the VRA, visual effects would be limited to the loss of some hedgerows and trees and the introduction of above ground link boxes along the proposed underground cable alignment. These link boxes would form very small and infrequent components in views. Although tree planting directly over the cables would not be reinstated, hedgerows would be replaced. At Black Brook there would be a permanent loss of woodland which would affect views from a local PRoW and scattered properties.

13.6.129 There would be visual effects associated with the proposed overhead line along the southern boundary of the VRA. Within 0.5 km of the Project there would be close views of the overhead line from local roads, NCN Route 1 and PRoW (as represented by Viewpoint 4.02 PRoW, Oldhouse Farm, south of Boxted (Boxted 38) (Figure 7.12.F100) (document reference 7.12)). There would also be close views from scattered properties and properties located along the relatively dense local road and lane network including the southern end of Ardleigh Heath (as represented by Viewpoint 3.31 Ardleigh Heath (Figure 7.12.F98) (document reference 7.12)). The Project would be introduced into views otherwise absent of overhead lines.

13.6.130 Within 0.5 km the scale of change would be large within close views of the overhead line along the southern boundary of the VRA, reducing to small elsewhere, including where the proposed underground cable crosses Black Brook. The magnitude of effect would be high in the south of the VRA, where the overhead line would be visible, reducing to low elsewhere. The effects would be **major and significant (adverse)** in the south of the VRA, reducing to **minor and not significant (adverse)** elsewhere.

13.6.131 In close to medium distance views (between 0.5 km and 1.5 km) there would be views of the overhead line from the local road and PRoW network (as represented by Viewpoint 4.01 Boxted Airfield Memorial, Park Lane (Figure 7.12.F99) (document reference 7.12), as well as from scattered properties to the south of Birchall Corner/Harts Lane, west of Ardleigh Heath. The overhead line would most often be seen on the skyline, above intervening vegetation. The scale of change would be medium. The magnitude of effect would be medium and the effect would be **moderate and significant (adverse)**.

13.6.132 Beyond 1.5 km there would be some medium to long distance views of the overhead line from parts of the PRoW and road network, parts of Langham Moor and scattered properties (as represented by Viewpoint 4.16 Langham Playing Field off School Road, Langham (Figure 7.12.F113) (document reference 7.12)). The scale of change would be small and the magnitude of effect would be low. The effects would be **minor and not significant (adverse)**.

Mitigation

13.6.133 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.6.134 The scale of change related to the overhead line would remain the same as at Operation Year 1: **major and significant (adverse)** in the south of the VRA, reducing to **minor and not significant (adverse)** elsewhere within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

13.6.135 Along the proposed underground cable alignment reinstated vegetation would be semi-mature, although growth rates would vary depending upon local conditions. It is anticipated that views towards the proposed underground cable alignment would be returned to that similar to the baseline scenario and the scale of change would reduce to barely perceptible. The magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

13.6.136 At Black Brook there would be a permanent loss of trees and the scale of change would be small. The magnitude of effect would be low. The effect would be **minor and not significant**.

Assessment Summary

13.6.137 Table A13.3.36 summarises the sensitivity and assessment judgements for C11 Langham.

Table A13.3.36 Visual assessment summary for VRA C11 Langham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	Low, along the proposed underground cable alignment, rising to high along the proposed overhead line	Medium	Low
	Significance	Minor and not significant (adverse) along the proposed underground cable alignment, rising to major and significant (adverse) along the proposed overhead line	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High along the proposed overhead line, low at Black Brook, barely perceptible along the proposed underground cable alignment	Medium	Low
	Significance	Major and significant (adverse) along the proposed overhead line, minor and not significant (adverse) at Black Brook, negligible and not significant along the proposed underground cable alignment	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA C12 Ardleigh (Section C)

Description and Visual Baseline

13.6.138 This VRA is located to the south of the Project, in the area surrounding Ardleigh, Ardleigh Reservoir and Bromley Cross. The area comprises a plateau landform dissected in places by small valleys associated with tributary watercourses including the Salary Brook. The topography gradually rises and is slightly more undulating to the north and west. To the east, the land descends towards flatter, lower-lying areas, creating subtle variations in elevation across the VRA. Large scale arable fields bounded by low, gappy hedgerows, afford open views in the south-west and east of the area. Smaller scale, enclosed fields and a greater frequency of woodland are also present most notably alongside Crown Lane North to the north of Ardleigh Reservoir and along the shallow valley of the Salary Brook which runs from Ardleigh to Crockleford Heath. Settlement is connected by a network of local roads together with the A120, A137 and B1029 and includes the villages of Ardleigh, Burnt Heath, Bromley Cross, Fox Street and the northern parts of Great Bromley and Crockleford

Heath. Elsewhere there is scattered settlement along local roads and lanes. The north-eastern edge of Colchester lies at the western edge of the VRA.

13.6.139 Ardleigh Reservoir is used for recreational purposes by Ardleigh Sailing Club and for fishing. There are car parks for the reservoir along Lodge Lane and Wick Lane. The reservoir occupies a large part of the north-west of the area and is generally visually contained by topography and vegetation. Prettyfields Vineyard is local tourist attraction located between Ardleigh Reservoir and Ardleigh with views over the adjacent field to the north which are contained by surrounding vegetation including vegetation along the boundary of Ardleigh Caravan & Camping Park to the north. Green Island Gardens (open seasonally) is located between Ardleigh and the A120. Crown Lane, Spring Valley Lane and part of Wick Lane are Protected Lanes. Views from these lanes are typically enclosed by roadside trees and hedgerows. There is a network of PRoW throughout the area, most notably concentrated around Ardleigh and south of Ardleigh Reservoir, and often with open views across large scale fields. A scheduled monument crop mark site spans across large open fields to the south of Ardleigh. It is accessed by several PRoW from which views are open and relatively expansive. There are views of gravel pits, a solar farm and 132 kV overhead lines in some parts of the VRA.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Ardleigh, Bromley Cross, Crockleford Heath, and other scattered, smaller settlements
- People using the network of local PRoW, including Crown Lane North and Spring Valley Lane (both designated as Protected Lane)
- People visiting local attractions such as Ardleigh Reservoir, Prettyfields Vineyard, Green Island Gardens and Ardleigh Caravan and Camping Park.

Viewpoints

- Viewpoint 3.11 PRoW north of Ardleigh (Ardleigh 2) (Figure 7.12.F80) (document reference 7.12)
- Viewpoint 3.14 Lodge Lane, Ardleigh Reservoir (Figure 7.12.F83) (document reference 7.12)
- Viewpoint 3.23 Crown Lane North, near Ardleigh Reservoir (Figure 7.12.F90) (document reference 7.12)

Sensitivity

13.6.140 Within this VRA, residential receptors and recreational receptors using PRoW, the Protected Lanes and visiting local attractions such as Ardleigh Reservoir are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views are not associated with any designated landscapes or landmarks. The Elmstead Neighbourhood Plan identifies important views within the southern edge of this area, including from a PRoW north of the A120 near Elmstead Hall. Therefore, views are of regional / local value.

13.6.141 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.6.142 Construction activity including vegetation removal and third-party works would be visible along the northern edge of the VRA. Construction activity would also include the movement of vehicles and machinery along haul roads and PAR including Old Ipswich Road and part of Wick Lane. The undergrounding of wood pole lines would be visible in close views from A37 Harwich Road. Close views of construction of the overhead line would be visible from the northern edge of the VRA and would include some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A12 Ipswich Road, Old Ipswich Road, Dead Lane, Dedham Road, and Rookery Chase. A construction laydown area north of Wick Lane would be visible from local roads.

13.6.143 There would be a notable amount of construction activity to the north-east of the VRA (north of Ardleigh) where there would be close views of both the overhead line and underground cable swathe which broadly follow the same route to the new EACN Substation. Construction activity at the EACN Substation would be filtered and screened by the intervening landform and layers of vegetation. Vegetation removal would be visible in close views (within 0.5 km), most notably the removal of trees along Wick Lane (Protected Lane) and trees and vegetation from the banks of Ardleigh Reservoir (north of Wick Lane), as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). Construction activity may include lighting in the hours of darkness. The magnitude and level of effects would be as follows:

- Within 0.5 km the scale of change would be large. The magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large to the east of Ardleigh. The magnitude of change would be medium, increasing to high. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** east of Ardleigh
- Beyond 1.5 km the scale of change would be small. The magnitude of change would be low and the effect would be **minor and not significant (adverse)**.

Operation Year 1 (Without Mitigation)

13.6.144 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 37 pylons along the proposed overhead line route. Most of the VRA shows theoretical visibility of up to 23 pylons.

13.6.145 The Project would be visible in close views (within 0.5 km) from the north of the VRA. There would be close views from parts of the community including the northern edge of Ardleigh (as represented by Viewpoint 3.11 PRoW north of Ardleigh (Ardleigh 2)), scattered properties and properties located along the relatively dense local road and lane network. There would also be views from the local road and PRoW network, including from Wick Lane (Protected Lane). Views from Wick Lane would be most notable at the point where it crosses Ardleigh Reservoir where vegetation would be lost and also at the point the overhead line crosses the lane as this would also result in the loss of tree cover for approximately 500 m along the lane. There would also be views from the A137 and B1029, Prettyfields Vineyard local tourist attraction and

Ardleigh Reservoir. In addition, the proposed undergrounding cable to the north-east of Ardleigh would also result in the loss of some hedgerows and trees and the introduction of above ground link boxes along the underground cable route. Although tree planting directly over the cables could not be reinstated, hedgerows would be replaced. Within 0.5 km the scale of change would be large. The magnitude of effect would be high and the effect would be **major and significant (adverse)**.

13.6.146 There would be close to medium distance views (within 0.5 km to 1.5 km) of the overhead line from the local road and PRoW network, including filtered but glimpsed views from Crown Lane (Protected Lane) and also from Lodge Lane where it crosses Ardleigh Reservoir (as represented by Viewpoint 3.23 Crown Lane North, near Ardleigh Reservoir and Viewpoint 3.14 Lodge Lane, Ardleigh Reservoir). There would also be close to medium distance views from settlements, scattered properties and clusters of properties including around Ardleigh, north of Burnt Heath, north of Ardleigh Reservoir/Crown Lane and along the A137 Harwich Road/Colchester Road. East of Ardleigh Reservoir the overhead line would most often be seen on the skyline, above intervening vegetation and hedgerows, and would be seen in the context of an existing 132 kV overhead line when viewed from the easternmost part of the VRA. At Operation Year 1, the embedded mitigation around the EACN Substation would be too immature to provide any screening or visual integration of the infrastructure. There would be some glimpsed medium distance views (between 0.5 km and 1.5 km) from the north-east of the VRA including from a section of Frating Road, PRoW and scattered properties (including those on Morrow Lane) to the south-east of Ardleigh. However, views of the EACN from much of this VRA would be filtered due to distance, landform and existing intervening layers of vegetation. Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large east of Ardleigh. The magnitude of change would be medium, increasing to high. The effect would be **moderate and significant (adverse),** increasing to **major and significant (adverse)** east of Ardleigh.

13.6.147 In middle to long distance views (beyond 1.5 km) the overhead line would be perceptible in some views, including from small parts of Burnt Heath and Bromley Cross. Layers of vegetation would however reduce visibility in places, particularly in the west of the VRA and in views from the east the Project would be seen in the context of existing overhead lines. As distance increases the Project would become less perceptible due to distance and sloping topography. Hedgerows and woodland shelterbelts would further filter / screen views. Beyond 1.5 km, the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse**).

Mitigation

13.6.148 No additional mitigation is proposed within this VRA.

Operation Year 15 (With Mitigation)

13.6.149 By Operation Year 15, proposed planting within the Environmental Area around the EACN substation would reach semi-maturity. This would reduce the scale of change for some receptors in the east of the VRA including residents, users of PRoW and road users, with medium distance views towards the EACN. Growth rates would vary depending upon local conditions. The scale of change related to the overhead line would remain the same as at Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km. The loss of vegetation along

Wick Lane and adjacent to Ardleigh Reservoir would be less evident as although trees would not be replanted under overhead lines, low growing scrub and hedgerows would be established.

Assessment Summary

13.6.150 Table A13.3.37 summarises the sensitivity and assessment judgements for C12 Ardleigh.

Table A13.3.37 Visual assessment summary for VRA C12 Ardleigh (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, increasing to high to the east of Ardleigh	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) east of Ardleigh	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium, increasing to high east of Ardleigh	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), increasing to major and significant (adverse) east of Ardleigh	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA C13 Little Bromley (Section C)

Description and Visual Baseline

13.6.151 This VRA is located to the east of the Project, broadly between Foxash Estate, Lawford, Little Bentley and Burnt Heath. A small part is located within Dedham Vale National Landscape, in the north at Lawford. The area forms part of a relatively flat plateau, falling into the valley of the Wignall Brook in the north, within Dedham Vale National Landscape. There are large scale arable fields, defined by ditches and hedgerows, with occasional hedgerow trees. There is a higher frequency of tree cover in the west including hedgerow trees and shelterbelts planted along field boundaries. Where present the hedgerows and tree cover filter and screen middle to long distance views, though much of this flat rural landscape is perceived as open and having large skies. In places, isolated hedgerow trees, notably oak, form silhouettes on the skyline. Four existing 132 kV overhead lines cross the VRA and converge at the existing Lawford Substation (south of the proposed EACN Substation). Settlement includes the southern edge of Lawford and Foxash Estate, the hamlet of Little Bromley, the western part of Little Bentley and scattered properties including those around Burnt Heath. Views from Lawford are largely screened and filtered due to buildings and garden and roadside vegetation. There is a network of local roads across the area and Little Bromley Road is a Protected

Lane. The southern end of Church Hill Protected Lane falls just inside the northern edge of the VRA. There is also a network of PRoW throughout the area, most notably to the south of Lawford. Several PRoW radiate from Little Bromley Hall. A Henge, south-west of St Mary's Church near Great Bromley is designated as a Scheduled Monument and is accessible via PRoW.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Lawford, Foxash Estate, Little Bromley, Little Bentley and other smaller settlements including eastern parts of Burnt Heath
- People using the network of local PRoW including bridleways west of Little Bromley and east of Burnt Heath
- People travelling along the B1352, A137, A120 and the network of local lanes, including Little Bromley Road (Protected Lane) which cross the VRA.

Viewpoints

- Viewpoint 3.21 Barn Lane, Little Bromley (Figure 7.12.F88) (document reference 7.12)
- Viewpoint 3.12 Waterhouse Lane, Burnt Heath (Figure 7.12.F81) (document reference 7.12)
- Viewpoint 3.13 PRoW, Little Bromley (Little Bromley 16) (Figure 7.12.F82) (document reference 7.12).

Sensitivity

13.6.152 Within this VRA, residential receptors and recreational receptors using PRoW and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. Views from within Dedham Vale National Landscape and its setting are of national / regional value. Views outside of the National Landscape and its setting are of local / community value, as they are not associated with any designated landscapes, landmarks or promoted views.

13.6.153 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high** and would be **high** within the National Landscape.

Assessment of Effects

Construction

13.6.154 Construction activity would be largely concentrated within the west of this VRA, where the proposed overhead line and underground cable alignment broadly follow the same route to the new EACN Substation. The construction of the EACN Substation would span across several fields and there would be close views of temporary construction compounds (JC-SC06 and JC-SC07) from nearby properties and roads. There would be movement associated with vehicles and machinery, including along haul roads. Other construction activity would include the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes, earthworks and temporary construction compounds, materials storage and activity at the EACN Substation and works associated with temporary drainage and

third-party works such as undergrounding of wood pole lines. Crossing protection scaffolding would be visible where the overhead line crosses Morrow Lane and Little Bromley Road. Temporary construction compounds, including Little Bromley Road Cable Compound (JC-CC05), would also be visible from Little Bromley Road. Construction activity may include lighting in the hours of darkness.

13.6.155 The construction access to the new EACN Substation would be from the A120, via Bentley Road and a proposed permanent private access road between Bentley Road and Ardleigh Road, with a highways mitigation compound at Little Bromley.

13.6.156 There would be tree loss within the VRA including the removal of shelterbelt woodland within the EACN Substation area and removal of trees along roadsides including Little Bromley Road, Hungerdown Lane and Morrow Lane. Vegetation removal would be most notable along and adjacent to Little Bromley Road as this would be required for haul roads, bell mouths and visibility splays, undergrounding of the cables and construction of the overhead line and EACN Substation. Vegetation clearance would also be required for road widening works and construction of a new offline section of road associated with the EACN Substation permanent access from the east. Further detail is provided in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6).

13.6.157 The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, mostly contained to the west of the VRA but also in relation to the construction access route from the east. The magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1 km of the scale of change would be medium in the west of the VRA reducing to small in the east. The magnitude of effect would be medium in the west reducing to low in the east. The effect would be **moderate and significant (adverse)** in the west reducing to **minor and not significant (adverse)** in the east
- Beyond 1.5 km the scale of change would be small, reducing to none in Dedham Vale National Landscape, north of Lawford. The magnitude of effect would be low, reducing to none in the National Landscape. The effect would be **minor and not significant (adverse)**, reducing to **no effect (not significant)** on views from Dedham Vale National Landscape.

Operation Year 1 (Without Mitigation)

13.6.158 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 37 pylons across the VRA. Theoretical visibility is limited from Lawford and Dedham Vale National Landscape.

13.6.159 At Operation Year 1, the embedded mitigation around the new EACN Substation would be too immature to provide any screening or visual integration of the infrastructure. There would be close and sometimes open views (within 0.5 km) of the Project in the west of the VRA, most notably towards the EACN and proposed overhead line. These close views would be from parts of the local community to the north-east of Burnt Heath and from adjacent local roads such as Little Bromley Road, Morrow Lane, Ardleigh Road and Grange Road. There would also be very close views from several properties along Hungerdown Lane which the overhead line

would oversail, and from a PRoW south of Little Bromley Road. As distance increases, views towards the EACN Substation would become more filtered and screened by intervening vegetation. This is because the maximum height of infrastructure within the EACN would be 15 m and therefore it would be more readily screened by intervening vegetation. The scale of change would be large within 0.5 km of the overhead line and EACN Substation and medium within 0.5 km of the offline section of the EACN permanent access road. Although vegetation lost during construction of the underground cables and overhead line alignment would be reinstated as far as practicable, trees could not be replanted over cables or under overhead lines and replacement vegetation would be young, so the loss of vegetation including along and adjacent to Little Bromley Road would be perceptible in close views (up to 0.5 km). The scale of change would be large around the EACN Substation and overhead line. The magnitude of effect would be high and the effect would be **major and significant (adverse)**. The scale of change would be medium in the east along the offline EACN Substation access (between Little Bromley and Little Bromley Hall). The magnitude of change would be medium and the effect would be **moderate and significant (adverse)**. The scale of change would be small along the EACN Substation access on Bentley Road and Ardleigh Road and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

13.6.160 There would be a reduction in visibility from beyond around 0.5 km to 1.5 km from the Project, as perceptibility would reduce with distance and with layers of intervening vegetation screening and filtering views. Views of the Project from the south would be filtered and screened by existing shelterbelts, field boundary trees and hedgerows as illustrated in Viewpoint 3.12 Waterhouse Lane, Burnt Heath (Figure 7.12.F81) (document reference 7.12). In locations where the fields are larger and more open to the east of the EACN some parts of the overhead line are likely to be seen against the skyline above vegetation from the relatively flat and open farmland as illustrated in Viewpoint 3.13 PRoW, Little Bromley (Little Bromley 16) (Figure 7.12.F82) (document reference 7.12) and Viewpoint 3.21 Barn Lane, Little Bromley (Figure 7.12.F88) (document reference 7.12). The Project would also be seen in the context of existing 132 kV overhead lines which are visible on the skyline as illustrated in Viewpoint 3.21 Barn Lane, Little Bromley (Figure 7.12.F88) (document reference 7.12). The scale of change would be medium in the west and small in the east. The magnitude of change would be medium and the effect would be **moderate and significant (adverse)** in the west. The magnitude of change would be low and the effect would be **minor and not significant (adverse)** in the east.

13.6.161 Beyond 1.5 km, part of the new private access road associated with the EACN Substation would cross fields between Ardleigh Road and Bentley Road south of Little Bromley. Due to the road being relatively narrow, unfenced and following flat landform, visibility of this component of the Project would be restricted to close views from a small number of PRoW and short sections of Ardleigh Road and Bentley Road. There would be changes along parts of Ardleigh Road and Bentley Road where highway mitigation would widen the roads in places. This would result in a change to visual amenity for people living in scattered properties and travelling along these roads. The Project would not be visible from the part of Dedham Vale National Landscape within this VRA due to distance and intervening vegetation, landform and buildings within Lawford. Beyond 1.5 km, the scale of change would be small. The magnitude of change would be low and the effect would be **minor and not significant (adverse)**. There would be **no effect (not significant)** on views from the part of the National Landscape that falls within this VRA.

Mitigation

13.6.162 Landscape mitigation is proposed within the Environmental Area located around the EACN. This mitigation would include:

- Retention of existing vegetation where practicable, including retention and protection of mature shelterbelts in the east of the Order Limits and mature trees along Grange Road
- Proposed deciduous woodland with scrubby woodland edge in the east of the Order Limits, to expand woodland habitat and provide further filtering/screening of views towards the EACN Substation from the east
- Use of spoil material to create subtle landforms north-west and south-west of the EACN Substation, which blends into the existing topography and contribute to screening of the EACN Substation for local residential properties. The spoil bunds would be planted with deciduous woodland and scrubby woodland edge to expand woodland habitat and provide further filtering/screening of views
- Proposed native hedgerows with native trees to existing field boundaries, including along the north side of Ardleigh Road
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Proposed neutral grassland over proposed underground cables and below existing and proposed overhead lines
- Retention of a temporary attenuation pond to create a wetland habitat to introduce habitat diversity.

Operation Year 15 (With Mitigation)

13.6.163 In the longer term, proposed planting within the Environmental Area around the EACN would reach semi-maturity. This would reduce effects on residents and users of PRoW and local roads within a localised area around the substation (within 0.5 km), by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. The loss of vegetation along and adjacent to Little Bromley Road would be much less evident by Year 15 of Operation as tree and hedgerow cover would be returned to that similar to the baseline scenario (except where trees could not be replanted over cables or under overhead lines).

13.6.164 The scale of change related to the overhead line would remain the same, and the effects of the Project would therefore remain as in Operation Year 1: **major and significant (adverse)** along the overhead line within 0.5 km, reducing to **minor and not significant (adverse)** in the east along the EACN access; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** along the EACN access and at Burnt Heath; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** along the EACN access and **no effect (not significant)** from the National Landscape.

Assessment Summary

13.6.165 Table A13.3.38 summarises the sensitivity and assessment judgements for C13 Little Bromley.

Table A13.3.38 Visual assessment summary for VRA C13 Little Bromley (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium in the west and low in the east	Low, reducing to none from the National Landscape
	Significance	Major and significant (adverse)	Moderate and significant (adverse) in the west and minor and not significant (adverse) in the east	Minor and not significant (adverse), reducing to no effect (not significant) from the National Landscape
Operation Year 1	**Magnitude**	High around the EACN Substation and overhead line. Medium in the east along the offline EACN Substation access (between Little Bromley and Little Bromley Hall). Low along the EACN Substation access on Bentley Road and Ardleigh Road.	Medium, reducing to low as distance increases from the EACN Substation, overhead line and offline section of EACN Substation Access (between Little Bromley and Little Bromley Hall)	Low, reducing to none from the National Landscape
	Significance	Major and significant (adverse) around the EACN Substation and overhead line. Moderate and significant (adverse) in the east along the offline EACN Substation access (between Little Bromley and Little Bromley Hall). Minor and not significant (adverse) along the EACN Substation access on Bentley Road and Ardleigh Road.	Moderate and significant (adverse) reducing to minor and not significant (adverse) as distance increases from the EACN Substation, overhead line and offline section of EACN Substation Access (between Little Bromley and Little Bromley Hall)	Minor and not significant (adverse), reducing to no effect (not significant) from the National Landscape

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 15	**Magnitude**	High along the overhead line. Low in the east along the offline EACN Substation access (between Little Bromley and Little Bromley Hall). Barely perceptible along the EACN Substation access on Bentley Road and Ardleigh Road.	Medium reducing to low as distance increases from the overhead line. Barely perceptible along the EACN Substation access	Low, reducing to none from the National Landscape
	Significance	Major and significant (adverse) along the overhead line. Minor and not significant (adverse) in the east along the offline EACN Substation access (between Little Bromley and Little Bromley Hall). Minor and not significant (adverse) along the EACN Substation access on Bentley Road and Ardleigh Road.	Moderate and significant (adverse) reducing to minor and not significant (adverse) as distance increases from the overhead line. Negligible and not significant along the EACN Substation access	Minor and not significant (adverse), reducing to no effect (not significant) from the National Landscape

13.7 Assessment of Effects on VRAs – Section D

VRA D1 Tye Green and Boxted (Section D)

Description and Visual Baseline

13.7.1 This VRA is located to the north of the Project, broadly between Boxted and Little Horkesley. The northern part of this area is within Dedham Vale National Landscape. The landscape is part of a gently undulating plateau which is more elevated in the south around Tye Green. The landform slopes down to the north into the Stour Valley within the National Landscape, and along one of its tributary valleys north of Boxted Cross. The landcover is mainly medium to large scale arable fields, enclosed by hedgerows with mature boundary trees. There are some areas with smaller scale fields including east of Tye Green. There are numerous small areas of woodland and occasional reservoirs and ponds. There are villages, hamlets and scattered

properties in the area, including Boxted, Boxted Cross, Tye Green and Workhouse Hill. The A134 crosses the VRA and is one of the main routes into the National Landscape. Elsewhere there is a network of narrow winding lanes.

13.7.2 Overall, there is a combination of open and enclosed views within the landscape. Woodland, roadside vegetation and hedgerows often screen and filter views. The landform and woodland near Workhouse Hill enclose views within the shallow tributary valley of the River Stour. There are some long views from higher elevations looking north across the Stour Valley within the National Landscape.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Boxted, Boxted Cross, Tye Green, Workhouse Hill and other smaller, scattered settlements
- People using the network of local PRoW and the Essex Way
- People travelling along the A134 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 4.36 Green Lane / Essex Way, Horkesley Green (Figure 7.12.F133) (document reference 7.12).

Sensitivity

13.7.3 In the VRA, residential receptors and recreational receptors using PRoW and the Essex Way are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within Dedham Vale National Landscape and its setting are of national / regional value. Views outside of the National Landscape and its setting are of local / community value, as they are not associated with any designated landscapes, landmarks or promoted views.

13.7.4 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high** and would be **high** within the National Landscape.

Assessment of Effects

Construction

13.7.5 Construction activity including vegetation removal and third-party works would be visible along the southern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be a loss of roadside trees and hedgerows including along London Road and School Lane due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards construction activity at Great Horkesley (EACN side) CSE compound including a temporary construction compound (TB-SC01) south of Broad Lane / the Essex Way. There would be close views of a temporary construction compound (TB-CC03) and construction laydown area along the proposed underground cable, north of Great Horkesley. The undergrounding of wood pole lines would be visible including close views from nearby roads, properties and PRoW. There would be some taller elements, such as partially constructed pylons and cranes in the south-east of the

VRA. Crossing protection scaffolding would be visible where the overhead line crosses Straight Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be small, reducing to barely perceptible from Workhouse Hill. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from Workhouse Hill
- Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.7.6 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 37 pylons north-west of Great Horkesley. Limited theoretical visibility is indicated in the north of the VRA along the Stour Valley.

13.7.7 The Project would be visible in close views (within 0.5 km) from the south of the VRA, including towards the proposed overhead line and CSE compound at Great Horkesley (EACN side). The overhead line is likely to be seen on the skyline with some filtering from intervening woodland and field boundary vegetation. The CSE compound would be noticeable in views from its immediate surroundings, including from part of the Essex Way. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable, including along the proposed underground cable alignment. Within 0.5 km the scale of change would be large in the east of the VRA, reducing to small to the west of Great Horkesley. The magnitude of effect would be high, reducing to low. The effect would be **major and significant (adverse)** in the east of the VRA, reducing to **minor and not significant (adverse)** west of Great Horkesley.

13.7.8 In close to medium distance views (between 0.5 km and 1 km) the Project would be filtered and screened by intervening layers of vegetation, but when visible would be seen against the skyline, including from the edge of the National Landscape (as represented by Viewpoint 4.36 Green Lane / Essex Way, Horkesley Green (Figure 7.12.F133) (document reference 7.12)). Views towards the Project from the settlement of Workhouse Hill would be screened due to the dip in topography in this location and woodland. Between 0.5 km and 1.5 km the scale of change would be small, reducing to barely perceptible from Workhouse Hill. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from Workhouse Hill.

13.7.9 The would be a further reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with the layers of intervening vegetation screening and filtering views. There would be no visibility of the Project from the floor and sides of the Stour Valley, within the National

Landscape. Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Mitigation

13.7.10 Landscape mitigation is proposed within the Environmental Area located around the Great Horkesley (EACN side) CSE compound. This mitigation would include:

- Retention of existing vegetation where practicable, including retention and protection of the Horkesley Plantation south-west of the CSE compound
- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing woodland habitat and provide further filtering/ screening of views towards the CSE compound
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Use of spoil material to create a subtle landform south of part of the Essex Way, which blends into the existing topography and contributes to screening of the CSE compound from the Essex Way
- Proposed native hedgerows with native trees to existing field boundaries, including along the south side of Broad Lane/ the Essex Way, north of the CSE compound
- Proposed neutral grassland over proposed underground cables and below proposed overhead lines.

Operation Year 15 (With Mitigation)

13.7.11 In the longer term, proposed planting within the Environmental Area around the Great Horkesley (EACN side) CSE compound would reach semi-maturity. This would reduce effects on residents, users of PRoW and users of the Essex Way within a localised area (within 0.5 km) by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. It is anticipated there would be a medium scale of change within 0.5 km of the CSE compound. The magnitude of effect would be medium and the effect would be **moderate and significant (adverse)**. Elsewhere, effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km in the east of the VRA, reducing to **minor and not significant (adverse)** west of Great Horkesley; **minor and not significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** from Workhouse Hill; and **negligible and not significant** beyond 1.5 km.

Assessment Summary

13.7.12 Table A13.3.39 summarises the sensitivity and assessment judgements for D1 Tye Green and Boxted.

Table A13.3.39 Visual assessment summary for VRA D1 Tye Green and Boxted (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Low, reducing to barely perceptible from Workhouse Hill	Barely perceptible
	Significance	Major and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant from Workhouse Hill	Negligible and not significant
Operation Year 1	**Magnitude**	High, reducing to low to the west of Great Horkesley	Low, reducing to barely perceptible from Workhouse Hill	Barely perceptible.
	Significance	Major and significant (adverse), reducing to minor and not significant (adverse) to the west of Great Horkesley	Minor and not significant (adverse), reducing to negligible and not significant from Workhouse Hill	Negligible and not significant
Operation Year 15	**Magnitude**	High, reducing to medium close to Great Horkesley (EACN side) CSE compound and low to the west of Great Horkesley	Low, reducing to barely perceptible from Workhouse Hill	Barely perceptible.
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) close to Great Horkesley (EACN side) CSE compound and minor and not significant (adverse) to the west of Great Horkesley	Minor and not significant (adverse), reducing to negligible and not significant from Workhouse Hill	Negligible and not significant

VRA D2 Little Horkesley and Wormingford (Section D)

Description and Visual Baseline

13.7.13 This VRA is located to the north-west of the Project, broadly between Little Horkesley and Wormingford. The northern part of the VRA is within Dedham Vale National Landscape. The area forms part of a gently undulating plateau which slopes towards the Stour Valley in the north and one of its tributary valleys in the east. The landcover is mainly medium to large scale arable fields enclosed by hedgerows, with mature trees and woodland, notably along the Stour Valley which passes through the north

of the VRA. There are smaller scale field patterns around settlements. There are small villages at Little Horkesley and Wormingford, both of which have conservation areas. The Stour Valley Path runs through the National Landscape in the north of the VRA.

13.7.14 There is a combination of open and enclosed views within this area. There are long views across farmland from areas of higher elevation, such as south of Wormingford, School Road and Little Horkesley Road. There are some long views north across the Stour Valley in Dedham Vale National Landscape. There are enclosed views in places due to roadside vegetation, mature hedgerows and woodland.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Wormingford, Little Horkesley and smaller scattered settlements
- People using the network of local PRoW and the Stour Valley Path
- Horse riders using bridleways
- People travelling along the B1508 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 4.04 PRoW off Holt's Road, east of Wormingford (Little Horkesley 18) (Figure 7.12.F102) (document reference 7.12)
- Viewpoint 4.07 School Road / Stour Valley Path, west of Little Horkesley (Figure 7.12.F105) (document reference 7.12)
- Viewpoint 4.13 B1508 Main Road, Wormingford (Figure 7.12.F111) (document reference 7.12)
- Viewpoint 4.27 B1508 Colchester Road, near Grove Lodge (Figure 7.12.F124) (document reference 7.12).

Sensitivity

13.7.15 In the VRA, residential receptors and recreational receptors using PRoW and the Stour Valley Path are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. Views from within Dedham Vale National Landscape and its setting are of national / regional value, which includes Little Horkesley and Wormingford Conservation Areas. Views outside of the National Landscape and its setting are of local / community value, as they are not associated with any designated landscapes, landmarks or promoted views.

13.7.16 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high** and would be **high** within the National Landscape.

Assessment of Effects

Construction

13.7.17 Construction activity including vegetation removal and third-party works would be visible along the southern edge of the VRA. Construction activity would include the

movement of vehicles and machinery along haul roads. There would be some loss of roadside trees such as along Vinesse Road due to the underground cable as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be construction activity at the CSE compound at Great Horkesley (Tilbury side) and along the proposed underground cable east of the CSE compound. There would be views towards a temporary construction compound (TB-SC04) at Great Horkesley (Tilbury side) CSE compound, in the adjacent VRA. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible at Little Horkesley within the National Landscape. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** at Little Horkesley within the National Landscape
- Beyond 1.5 km the scale of change would be barely perceptible, increasing to small from the B1508 and Little Horkesley Road at Wormingford. The magnitude of effect would be barely perceptible, increasing to low. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** from the B1508 and Little Horkesley Road at Wormingford.

Operation Year 1 (Without Mitigation)

13.7.18 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons around Crabtree Lane, Workhouse Lane and Vinesse Road. More limited theoretical visibility is indicated along the Stour Valley north of Wormingford.

13.7.19 The Project would be visible in close views (within 0.5 km) from the south of the VRA. The overhead line is likely to be seen on the skyline in the south-west corner of the VRA. Great Horkesley (Tilbury side) CSE compound would be prominent in views from the local road network in the south-west corner of the VRA, partially on the skyline and partially backclothed. Views towards the Project would be relatively open, particularly from along Crabtree Lane (as represented by Viewpoint 4.34 Crabtree Lane, north of West Bergholt (Figure 7.12.F131) (document reference 7.12) in the neighbouring VRA). The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable, including along the proposed underground cable alignment. Within 0.5 km the scale of change would be large to the west of Crabtree Lane (relating to views of the CSE compound and overhead line) and small to the east of Crabtree Lane (where the proposed underground cable is located). The magnitude of effect would be high to the west of Crabtree Lane and low to the east. The effect would be **major and significant (adverse)** to the west of Crabtree Lane and **minor and not significant (adverse)** to the east.

13.7.20 In close to medium distance views (between 0.5 km and 1.5 km) the overhead line and CSE compound would be visible on the skyline with some filtering from tree cover, from the west of the VRA, such as from Holt's Road (as represented by Viewpoint 4.04 PRoW off Holt's Road, east of Wormingford (Little Horkesley 18)

(Figure 7.12.F102) (document reference 7.12)). The Project would be barely perceptible in views from the east due to the higher woodland cover and undergrounding of the cable in this location, including from the National Landscape at Little Horkesley, where the landform and woodland cover enclose views. Between 0.5 km and 1.5 km the scale of change would be medium from the west of the VRA, reducing to barely perceptible in the east of the VRA, including from the National Landscape at Little Horkesley. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)** from the west of the VRA, reducing to **negligible and not significant** in the east, including within the National Landscape.

13.7.21 There would be a reduction in visibility from beyond around 1.5 km from the Project. Perceptibility of the Project is likely to reduce with distance, with the landform and/or layers of intervening vegetation filtering and screening views. Views would be available from the B1508 and Little Horkesley Road at Wormingford (on the edge of the National Landscape), where the overhead line would be visible on the skyline. Elsewhere, including from the rest of the National Landscape within the VRA and from the Stour Valley Path, the Project would not be visible, due to the landform of the Stour Valley and its tributary to the north-east of Little Horkesley which would screen views. Woodland around the historic settlement of Wormingford near St Andrews Church and from Little Horkesley would further screen views. Beyond 1.5 km the scale of change would be barely perceptible, increasing to small from the B1508 and Little Horkesley Road at Wormingford. The magnitude of effect would be barely perceptible, increasing to low. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** from the B1508 and Little Horkesley Road at Wormingford.

Mitigation

13.7.22 Landscape mitigation is proposed within the Environmental Area located around the Great Horkesley (Tilbury side) CSE compound. This mitigation would include:

- Retention of existing vegetation where practicable, including woodland along the watercourses to the north and west of the CSE compound
- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing woodland habitat and provide further filtering/screening of views towards the CSE compound from the north and west
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Use of spoil material to create a subtle landform in the north-west, which blends into the existing valley topography and contributes to screening of the CSE compound from the north-west
- Proposed native hedgerows with native trees to existing and historic field boundaries, including along Crabtree Lane to the east of the CSE compound
- Proposed neutral grassland over proposed underground cables and below proposed overhead lines.

Operation Year 15 (With Mitigation)

13.7.23 In the longer term, proposed planting within the Environmental Area around the Great Horkesley (Tilbury side) CSE compound would reach semi-maturity. This would

reduce effects on residents and road users within a localised area (within 0.5 km) by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. It is anticipated there would be a medium scale of change within 0.5 km of the CSE compound. The magnitude of effect would be medium and the effect would be **moderate and significant (adverse)**. Elsewhere, effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km to the west of Crabtree Lane and **minor and not significant (adverse)** to the east; **moderate and significant (adverse)** between 0.5 km and 1.5 km from the west of the VRA, reducing to **negligible and not significant** in the east, including within the National Landscape; and **negligible and not significant** beyond 1.5 km, increasing to **minor and not significant (adverse)** from the B1508 and Little Horkesley Road at Wormingford.

Assessment Summary

13.7.24 Table A13.3.40 summarises the sensitivity and assessment judgements for D2 Little Horkesley and Wormingford.

Table A13.3.40 Visual assessment summary for VRA D2 Little Horkesley and Wormingford (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Barely perceptible, increasing to low from the B1508 and Little Horkesley Road at Wormingford
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Negligible and not significant, increasing to minor and not significant (adverse) from the B1508 and Little Horkesley Road at Wormingford, on the edge of the National Landscape
Operation Year 1	**Magnitude**	High west of Crabtree Lane, reducing to low east of Crabtree Lane	Medium in the west, reducing to barely perceptible in the east	Barely perceptible to no effect (not significant), increasing to low from the B1508 and Little Horkesley Road at Wormingford, on the edge of the National Landscape
	Significance	Major and significant (adverse) west of Crabtree Lane, reducing to minor and not significant	Moderate and significant (adverse) in the west, reducing to negligible and not significant in the east,	Negligible and not significant to no effect (not significant), increasing to moderate and significant (adverse) from the B1508 and Little Horkesley Road at Wormingford, on the

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		(adverse) east of Crabtree Lane	including from the National Landscape	edge of the National Landscape
Operation Year 15	**Magnitude**	Medium west of Crabtree Lane, reducing to low east of Crabtree Lane	Medium in the west, reducing to barely perceptible in the east	Medium, from receptors to the west of, and along, Crabtree Lane, close to Great Horkesley (Tilbury side) CSE compound, reducing to low from receptors to the east of Crabtree Lane
	Significance	Moderate and significant (adverse) west of Crabtree Lane, reducing to minor and not significant (adverse) east of Crabtree Lane	Moderate and significant (adverse) in the west, reducing to negligible and not significant in the east	Negligible and not significant to no effect (not significant), increasing to moderate and significant (adverse) from the B1508 and Little Horkesley Road at Wormingford, on the edge of the National Landscape

VRA D3 Great Horkesley and Horkesley Heath (Section D)

Description and Visual Baseline

13.7.25 This VRA is located to the south of the Project, broadly between the A12 in the east and B1508 in the west. The topography is gently undulating in the north, sloping southwards towards the Salary Brook, a tributary of the River Colne. The A12 forms the eastern and southern boundaries and separates the VRA from Colchester. The main settlement within the VRA is Horkesley Heath to the west of the A134, with Great Horkesley in the north of the VRA. Scattered properties and farms line the minor road network. NCN Route 1 crosses the east of the VRA, and the Essex Way crosses in the west. Farmland is mainly arable, with some horse paddocks including east of Horkesley Heath. Fields are typically medium to large in scale and defined by intact hedgerows and mature trees, interspersed with woodland and ponds. There are smaller scale fields around Horkesley Heath. Large areas of woodland are found in the east and west including at Pitchbury Wood and Kiln Wood. Vegetation lines the small watercourses of the Salary Brook and Black Brook. There are urban fringe land uses along the edge of Colchester in the south, including Colchester Services and Park and Ride and Northern Gateway Sports Park.

13.7.26 There are some open views across flat arable farmland to wooded horizons, including from parts of the Essex Way and NCN Route 1. Field boundary vegetation, woodland and roadside vegetation contribute to filtering views elsewhere across the VRA.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Horkesley Heath, the fringes of West Bergholt and other smaller scattered settlements

- People using the network of local PRoW, the Essex Way and NCN Route 1
- Horse riders using bridleways
- People travelling along the A12, A134 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 4.03 Broad Lane / Essex Way, east of Great Horkesley (Figure 7.12.F101) (document reference 7.12)
- Viewpoint 4.17 Lodge Lane, Colchester (Figure 7.12.F114) (document reference 7.12)
- Viewpoint 4.18 NCN Route 1 / Langham Lane, north of Colchester (Figure 7.12.F115) (document reference 7.12)
- Viewpoint 4.19 PRoW at Peppers Lane, east of Great Horkesley (Boxsted 28) (Figure 7.12.F116) (document reference 7.12)
- Viewpoint 4.34 Crabtree Lane, north of West Bergholt (Figure 7.12.F131) (document reference 7.12).

Sensitivity

13.7.27 In the VRA, residential receptors and recreational receptors using PRoW, the Essex Way and NCN Route 1, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.7.28 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.7.29 Construction activity including vegetation removal and third-party works would be visible in the north of the VRA. Construction activity would include the construction of Great Horkesley (EACN side) and Great Horkesley (Tilbury side) CSE compounds and the proposed underground cable between the CSE compounds. There would be close views of a temporary construction compound at Great Horkesley (Tilbury side) CSE compound (TB-SC04) from Crabtree Lane. The undergrounding works would include the movement of vehicles along haul roads and PAR including Mayland Road and the A134 Causeway. This would include the crossing of a number of local roads, including the A134. Along the proposed underground cable there would be close views of a temporary construction compound (TB-CC02) and batching compound to the north of Broad Lane / the Essex Way. The undergrounding of wood pole lines would be visible including close views from nearby roads, properties and PRoW.

13.7.30 Construction of the proposed overhead line would be visible east of Great Horkesley, and would include some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line

crosses Straight Road, Langham Lane, and the A12 Ipswich Road. There would be close views of a construction laydown area from properties on Turnpike Close, west of the A12 Ipswich Road. There would be some loss of trees and hedgerows along roadsides and field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium east of the A134, reducing to small to the west of the A134. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)** east of the A134, reducing to **minor and not significant** to the west
- Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.7.31 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 37 pylons around the Park and Ride and Westwood Park. More limited theoretical visibility is shown between West Bergholt and Horkesley Heath.

13.7.32 The Project would be visible in close views (within 0.5 km) from the north of the VRA. The proposed overhead line would typically be seen on the skyline above field boundary vegetation and woodland, broadly between the A134 and A12. The pylons would be prominent in views from the local road network around Langham Road, Langham Lane and Straight Road, including from NCN Route 1 (as represented by Viewpoint 4.17 Lodge Lane, Colchester (Figure 7.12.F114) (document reference 7.12) and Viewpoint 4.18 NCN Route 1 / Langham Lane, north of Colchester (Figure 7.12.F115) (document reference 7.12)). The proposed overhead line and Great Horkesley (EACN side) CSE compound would be prominent in views from nearby PRoW including the Essex Way and Broad Lane (represented by Viewpoint 4.03 Broad Lane / Essex Way, east of Great Horkesley (Figure 7.12.F101) (document reference 7.12) and Viewpoint 4.19 PRoW at Peppers Lane, east of Great Horkesley (Boxsted 28) (Figure 7.12.F116) (document reference 7.12)). Views to the CSE compound from Ivy Lodge Road and the A134 are likely to be filtered by intervening vegetation. The Project would be introduced into views otherwise absent of overhead lines.

13.7.33 West of the A134, along the proposed underground cable alignment, vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. There would be views from Crabtree Lane and Packards Lane to Great Horkesley (Tilbury side) CSE compound, represented by Viewpoint 4.34 Crabtree Lane, north of West Bergholt (Figure 7.12.F131) (document reference 7.12).

13.7.34 Within 0.5 km the scale of change would be large for receptors east of the A134, and small for receptors west of the A134. The magnitude of effect would be high east of the A134 and low west of the A134. The effect would be **major and significant**

(adverse) east of the A134 and **minor and not significant (adverse)** west of the A134.

13.7.35 In close to medium distance views (between 0.5 km and 1.5 km) intervening vegetation and buildings would filter and screen views towards the Project, including from Horkesley Heath. The overhead line and the CSE compound would occasionally be seen above wooded skylines. The Project would be barely perceptible in views from the west of the VRA due to the underground cabling and higher woodland cover. Between 0.5 km and 1.5 km the scale of change would be medium in the east of the VRA, reducing to barely perceptible in the west of the VRA. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)** in the east of the VRA, reducing to **negligible and not significant** in the west.

13.7.36 Beyond 1.5 km there would be a reduction in visibility due to distance, intervening vegetation and buildings, as well as the valley landform along the Salary Brook. Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Mitigation

13.7.37 Landscape mitigation is proposed within the Environmental Area located around the Great Horkesley (EACN side) CSE compound. This mitigation would include:

- Retention of existing vegetation where practicable, including retention and protection of the Horkesley Plantation south-west of the CSE compound
- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing woodland habitat and provide further filtering/ screening of views towards the CSE compound
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Use of spoil material to create a subtle landform south of part of the Essex Way, which blends into the existing topography and contributes to screening of the CSE compound from the Essex Way
- Proposed native hedgerows with native trees to existing field boundaries, including along the south side of Broad Lane/ the Essex Way, north of the CSE compound
- Proposed neutral grassland over proposed underground cables and below proposed overhead lines.

13.7.38 Landscape mitigation is proposed within the Environmental Area located around the Great Horkesley (Tilbury side) CSE compound. This mitigation would include:

- Retention of existing vegetation where practicable, including woodland along the watercourses to the north and west of the CSE compound
- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing woodland habitat and provide further filtering/screening of views towards the CSE compound from the north and west
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views

- Use of spoil material to create a subtle landform in the north-west, which blends into the existing valley topography and contributes to screening of the CSE compound from the north-west
- Proposed native hedgerows with native trees to existing and historic field boundaries, including along Crabtree Lane to the east of the CSE compound
- Proposed neutral grassland over proposed underground cables and below proposed overhead lines.

Operation Year 15 (With Mitigation)

13.7.39 In the longer term, proposed planting within the Environmental Area around the two CSE compounds would reach semi-maturity. This would reduce effects on residents, road users and users of PRoW and the Essex Way from a localised area around the CSE compounds (within 0.5 km), by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. It is anticipated there would be a medium scale of change at Operation Year 15 close to Great Horkesley (EACN side) CSE compound and Great Horkesley (Tilbury side) CSE compound. The magnitude of effect would be medium and the effect would be **moderate and significant (adverse)**. Elsewhere, effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km to the east of the A134, reducing to **minor and not significant (adverse)** west of the A134; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** in the east of the VRA; and **negligible and not significant** beyond 1.5 km.

Assessment Summary

13.7.40 Table A13.3.41 summarises the sensitivity and assessment judgements for D3 Great Horkesley and Horkesley Heath.

Table A13.3.41 Visual assessment summary for VRA D3 Great Horkesley and Horkesley Heath (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium east of the A134, reducing to low to the west of the A134	Barely perceptible
	Significance	Major and significant (adverse)	Moderate and significant (adverse) to the east of the A134, reducing to minor and not significant (adverse) to the west of the A134	Negligible and not significant
Operation Year 1	**Magnitude**	High east of the A134, reducing to low to the west of the A134	Medium east of the A134, reducing to barely perceptible to the west of the A134	Barely perceptible

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse) to the east of the A134, reducing to minor and not significant (adverse) to the west of the A134	Moderate and significant (adverse) to the east of the A134, reducing to negligible and not significant (adverse) to the west of the A134	Negligible and not significant
Operation Year 15	**Magnitude**	High east of the A134, reducing to medium around the CSE compound and low to the west of the A134	Medium east of the A134, reducing to barely perceptible to the west of the A134	Barely perceptible
	Significance	Major and significant (adverse) to the east of the A134, moderate and significant (adverse) around the CSE compound and minor and not significant (adverse) to the west of the A134	Moderate and significant (adverse) to the east of the A134, reducing to negligible and not significant (adverse) to the west of the A134	Negligible and not significant

VRA D4 North Colchester (Section D)

Description and Visual Baseline

13.7.41 This VRA is located to the south of the Project and south of the A12, broadly encompassing the northern urban area of Colchester. The topography is flat to gently undulating and crossed by the wooded valley of a tributary of the River Colne at High Woods Country Park. There are urban fringe land uses along the A12 at the northern edge of Colchester, including Colchester Golf Club and Colchester Community Stadium. There are large industrial areas and business parks south of the A12. Several main roads run through the VRA including the A1232 and the A1341. There are PRoW to the north and west of Colchester, and within High Woods Country Park. NCN Route 1 crosses Colchester in the east of the VRA. There is vegetation along the A12 and within Colchester.

13.7.42 Views within this area are typically contained by buildings, including large units within business parks and industrial areas at the northern fringes of Colchester. Roadside vegetation, including along the A12, further filters and screens views. There are a few pockets of open space within the VRA, although views are typically contained by woodland. Longer distance views north are available from the elevated road bridges across the A12 along the northern boundary of the VRA.

Community, Recreation and Road Users Within the VRA

- People living and moving around the north of Colchester
- People using the network of local PRoW and cyclists on NCN Route 1
- People travelling along the A12 Ipswich Road, A1232, A134 and roads within Colchester.

Viewpoints

13.7.43 There are no viewpoints within the VRA.

Sensitivity

13.7.44 In the VRA, residential receptors and recreational receptors using PRoW and NCN Route 1 are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, the views from within the VRA are of local / community value.

13.7.45 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.7.46 Construction activity and third-party works would be visible to the north of the VRA. The ground level elements of construction are unlikely to be perceptible, due to buildings and vegetation screening and filtering views. Construction traffic and machinery may be visible along the A134 and A1341 which are PAR. Machinery, such as cranes, and partially constructed pylons may be visible from Severalls Lane and Boxted Road overbridges. The magnitude and level of effect would be as follows:

- Between 0.5 km and 1.5 km the scale of change would be small from Severalls Lane overbridge and barely perceptible from Boxted Road overbridge, reducing to none elsewhere in the VRA. The magnitude of effect would be low, reducing to barely perceptible and none. The effect would be **minor and not significant (adverse)** from Severalls Lane overbridge, reducing to **negligible and not significant** from Boxted Road overbridge. Elsewhere there would be **no effect (not significant)**
- Beyond 1.5 km the scale of change would be none and the magnitude of effect would be none. There would be **no effect (not significant)**.

Operation Year 1 (Without Mitigation)

13.7.47 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 23 pylons from the northern and north-western fringes of Colchester, and no visibility within the city.

13.7.48 The VRA is located 1 km to the south of the Project. Buildings and vegetation, including along the A12, would screen and heavily filter views from the VRA. Exceptions to this are from the overbridges which cross the A12 where slightly elevated views are available. Along Severalls Lane, the Project would be visible in the medium distance on the skyline but would be glimpsed and visible from a short section of the road. Where visible, the Project would be seen in the context of existing urban development including industrial units and major roads. There would be a small scale of change from Severalls Lane overbridge, reducing to barely perceptible from Boxted Road overbridge. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)** from Severalls Lane overbridge, reducing to **negligible and not significant** from Boxted Road overbridge. Elsewhere within the VRA, beyond 1 km, there would be **no effect (not significant)**.

Mitigation

13.7.49 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.7.50 The effects of the Project would remain as in Operation Year 1: **minor and not significant (adverse)** from Severalls Lane overbridge, reducing to **negligible and not significant** from Boxted Road overbridge; and **no effect (not significant)** elsewhere in the VRA.

Assessment Summary

13.7.51 Table A13.3.42 summarises the sensitivity and assessment judgements for D4 North Colchester.

Table A13.3.42 Visual assessment summary for VRA D4 North Colchester (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	N/A, as VRA is not within 0.5 km	Low, from Severalls Lane overbridge, reducing to barely perceptible from Boxted Road overbridge. No effect (not significant) from elsewhere in the VRA	No magnitude
	Significance	N/A, as VRA is not within 0.5 km	Minor and not significant (adverse), from Severalls Lane overbridge, reducing to negligible and not significant from Boxted Road overbridge. No effect (not significant) from elsewhere in the VRA	No effect (not significant)
Operation Year 1	**Magnitude**	N/A, as VRA is not within 0.5 km	Low, from Severalls Lane overbridge, reducing to barely perceptible from Boxted Road overbridge. No effect (not	No magnitude

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			significant) from elsewhere in the VRA	
	Significance	N/A, as VRA is not within 0.5 km	Minor and not significant (adverse), from Severalls Lane overbridge, reducing to negligible and not significant from Boxted Road overbridge. No effect (not significant) from elsewhere in the VRA	No effect (not significant)
Operation Year 15	**Magnitude**	N/A, as VRA is not within 0.5 km	Low, from Severalls Lane overbridge, reducing to barely perceptible from Boxted Road overbridge. No effect (not significant) from elsewhere in the VRA	No magnitude
	Significance	N/A, as VRA is not within 0.5 km	Minor and not significant (adverse), from Severalls Lane overbridge, reducing to negligible and not significant from Boxted Road overbridge. No effect (not significant) from elsewhere in the VRA	No effect (not significant)

VRA D5 Fordham (Section D)

Description and Visual Baseline

13.7.52 This VRA is located to the north-west of the Project, broadly between Rochfords and Rose Green. The topography consists of a gently rolling elevated plateau which slopes down to the south and east towards the Colne Valley and one of its tributary valleys. There are small settlements including Fordham, Hemps Green, Rose Green and the northern edge of Fordstreet (including part of its conservation area). Elsewhere, there are scattered properties along the local road network, including farms and halls. There is a network of local roads and lanes and NCN Route 13 crosses the VRA north and east of Fordham. There are medium and large scale arable fields defined by hedgerows, which are in variable condition (both gappy and dense hedgerows) with occasional mature trees. Fields are interspersed with large areas of woodland and tree belts, including large areas of young community woodland near Fordham. Wormingford Airfield (formerly RAF Wormingford) is in the north-west of the VRA and is used by the Essex & Suffolk Gliding Club.

13.7.53 There is a combination of open and enclosed views in this area. There are open and elevated views from plateau tops including along Fossetts Lane and Fordham Road, near Fordham Place. From plateau tops there are views south along and across the Colne Valley and east across a tributary valley. Along the valleys themselves, woodland and the undulating landform provide pockets of enclosure. The landform of the Colne valley is distinctive, including in views from areas of recreation, such as common land.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Fordham, Hemps Green and Rose Green
- People using the network of local PRoW, open access land and NCN Route 13
- People travelling along the A1124 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 4.08 Fordham (Figure 7.12.F106) (document reference 7.12)
- Viewpoint 4.14 Fordham Road, north-east of Fordham (Figure 7.12.F112) (document reference 7.12)
- Viewpoint 4.24 Essex Way near Fordstreet (Figure 7.12.F121) (document reference 7.12)
- Viewpoint 4.30 Mill Road, south of Fordham (Figure 7.12.F127) (document reference 7.12)
- Viewpoint 4.35 PRoW, Hemps Green (Fordham 5) (Figure 7.12.F132) (document reference 7.12).

Sensitivity

13.7.54 In the VRA, residential receptors and recreational receptors using PRoW, open access land and NCN Route 13, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from the edge of Fordstreet Conservation Area (mainly located outside of the VRA) and NCN Route 13, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.7.55 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.7.56 Construction activity including vegetation removal and third-party works would be visible along the south-eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads east of Highfield Farm and within the adjacent VRA (D6). There would be some loss of trees and hedgerows along field boundaries and roadsides due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of several wood pole lines would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses a minor road between Fossetts Lane and the B1508 Colchester Road, Fossetts Lane, and Mill Road. The construction of Great Horkesley (Tilbury side) CSE compound in neighbouring VRA (D2) may be perceptible in the north-east of the VRA.

Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within a tributary valley of the River Colne and woodland west of Fordham. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within the tributary valley and woodland west of Fordham
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Rose Green. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from Rose Green.

Operation Year 1 (Without Mitigation)

13.7.57 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons east of Fordham and around Hemp's Green and Wormingford Airfield. Lower theoretical visibility is indicated at Fairfields and Fordstreet.

13.7.58 The Project would be visible in close views (within 0.5 km) from the south-east of the VRA, including from open access land, the Essex Way and NCN Route 13. The overhead line would be visible crossing the Colne Valley and one of its tributary valleys. The proposed overhead line is likely to be seen on the skyline and would be prominent in views, particularly as it crosses the tributary valley in open views to the east of Fordham (as represented by Viewpoint 4.14 Fordham Road, north-east of Fordham (Figure 7.12.F112) (document reference 7.12)). The Project would be prominent in views across the Colne Valley (as represented by Viewpoint 4.24 Essex Way near Fordstreet (Figure 7.12.F121) (document reference 7.12) and Viewpoint 4.30 Mill Road, south of Fordham (Figure 7.12.F127) (document reference 7.12)), although there would be some filtering from this location due to intervening woodland. The Project would be introduced into a landscape otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.7.59 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening woodland, trees and hedgerows within the Colne Valley and its tributary valley. Views towards the overhead line would be filtered by vegetation, particularly to the west of the woodland at Fordham Common and the new community woodland planting, which although relatively immature still provides filtering. The valley landform and woodland in this location would screen views towards the Project from within the tributary valley west of this woodland. The overhead line would be visible on the skyline over the tops of woodland when viewed from Fordham, particularly along Church Road. In the north-east of the VRA there would be views towards Great Horkesley (Tilbury side) CSE compound near Crabtree Lane (within neighbouring VRA D2). Between 0.5 km and

1.5 km the scale of change would be medium, reducing to barely perceptible within the tributary valley and woodland west of Fordham. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within the tributary valley and woodland west of Fordham.

13.7.60 There would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance. Due to the slightly elevated nature of the landscape in the north-west of the VRA, there would be long distance views towards the Project, where it would be visible above the top of vegetation (as represented by Viewpoint 4.35 PRoW, Hemps Green (Fordham 5) (Figure 7.12.F132) (document reference 7.12). The proposed overhead line would form a relatively small element of the views at this distance. The valley landform and woodland in the south-west of the VRA, east of Rose Green, would screen and filter views towards the Project from this location. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Rose Green. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from Rose Green.

Mitigation

13.7.61 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.7.62 In the longer term, proposed planting within the Environmental Area around Great Horkesley (Tilbury side) CSE compound, in the neighbouring VRA, would reach semi-maturity. This would reduce effects on residents and road users in the north-east of the VRA (within 0.5 km) by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. As the CSE compound would form a small element in views in comparison to the overhead line as it crosses over the elevated plateau, there would be no change to the scale of effect. At Fordham, existing community woodland planting would mature during this time and would further filter views from Fordham. The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** within the tributary valley and woodland west of Fordham; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** from Rose Green.

Assessment Summary

13.7.63 Table A13.3.43 summarises the sensitivity and assessment judgements for D5 Fordham.

Table A13.3.43 Visual assessment summary for VRA D5 Fordham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible within the tributary valley and woodland west of Fordham	Low, reducing to barely perceptible from Rose Green

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within the tributary valley and woodland west of Fordham	Minor and not significant (adverse), reducing to negligible and not significant from Rose Green
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible within the tributary valley and woodland west of Fordham	Low, reducing to barely perceptible from Rose Green
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within the tributary valley and woodland west of Fordham	Minor and not significant (adverse), reducing to negligible and not significant from Rose Green
Operation Year 15	**Magnitude**	High	Medium, reducing to negligible and not significant within the tributary valley and woodland west of Fordham	Low, reducing to barely perceptible from Rose Green
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within the tributary valley and woodland west of Fordham	Minor and not significant (adverse), reducing to negligible and not significant from Rose Green

VRA D6 West Bergholt, Fordham Heath and Eight Ash Green (Section D)

Description and Visual Baseline

13.7.64 This VRA is located to the south-east of the Project, broadly between the B1508 / West Bergholt and the railway line north of Copford and Marks Tey. The landscape is an elevated and gently undulating plateau crossed by the Colne Valley in the north and Roman River Valley in the south. Settlements include Eight Ash Green, Fordham Heath and West Bergholt, as well as scattered farms. There is a network of narrow lanes and the A1124 crosses the VRA. The Essex Way crosses the VRA along and to the north of the Colne Valley. NCN Route 13 crosses the VRA and there is an area of open access land near West Bergholt and Fordham. The landscape is characterised by medium to large scale arable fields with smaller scale fields adjacent to settlements. Hedgerows are variable in quality with some containing mature hedgerow trees. Woodland is common across the VRA.

13.7.65 There is a combination of both open views and enclosure in this area. From the more elevated areas, including Eight Ash Green, there are open, long distance views. The valley landform allows for open and scenic views across the Colne Valley towards a gently undulating plateau, often with a wooded backdrop. Roadside vegetation and buildings within settlements, particularly within West Bergholt screen views out of the settlement. The landform of the Colne valley is distinctive, including in views from areas of recreation, such as common land.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of West Bergholt, Eight Ash Green, Fordham Heath, and other smaller scattered settlements
- People using the network of local PRoW, Essex Way, NCN Route 13 and open access land
- People travelling along the A1124 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 4.05 PRoW near Hillhouse Wood, west of West Bergholt (West Bergholt 5) (Figure 7.12.F103) (document reference 7.12)
- Viewpoint 4.09 NCR 13, Fiddlers Hill (Figure 7.12.F107) (document reference 7.12)
- Viewpoint 4.20 PRoW near Bullbanks Farm, west of Fordham Heath (Aldham 4) (Figure 7.12.F117) (document reference 7.12)
- Viewpoint 4.21 Brook Road, north of Marks Tey (Figure 7.12.F118) (document reference 7.12)
- Viewpoint 4.25 Essex Way, Mill Road, south of Fordham (Figure 7.12.F122) (document reference 7.12)
- Viewpoint 4.28 Essex Way near Poole's Farm (Figure 7.12.F125) (document reference 7.12)
- Viewpoint 4.29 PRoW north of Eight Ash Green / Fordham Heath (Eight Ash Green 1) (Figure 7.12.F126) (document reference 7.12)
- Viewpoint 4.33 Marks Tey Railway Station (Figure 7.12.F130) (document reference 7.12).
- Viewpoint 4.38 Essex Way, West Bergholt (Figure 7.12.F135) (document reference 7.12).

Sensitivity

13.7.66 In the VRA, residential receptors and recreational receptors using PRoW, the Essex Way, open access land and NCN Route 13, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes or landmarks. The West Bergholt Neighbourhood Plan identifies views within this area, including from the edge of West

Bergholt, from the Essex Way and across the River Colne. Therefore, views are of regional / local value.

13.7.67 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.7.68 Construction activity including vegetation removal and third-party works would be visible along the north-western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be some tree loss along roadsides due to the Project, including along Brook Road near Aldham Hall and along Green Lane near Gallows Green, as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of several wood pole lines would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses a minor road between Fossetts Lane and the B1508 Colchester Road, Mill Road, the A1124 Ford Street Hill, Green Lane, and Brook Road. Construction at Great Horkesley (Tilbury side) CSE compound may be visible in the north of the VRA, including from the B1508. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km, the scale of change would be small, reducing to barely perceptible within the settlement of West Bergholt. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within West Bergholt.

Operation Year 1 (Without Mitigation)

13.7.69 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons from more elevated parts of the plateau including south of Eight Ash Green. More limited theoretical visibility is indicated within West Bergholt and along the Colne Valley.

13.7.70 The Project would be visible in close views (within 0.5 km) from the north-west of the VRA, where the overhead line crosses the Colne Valley and adjacent plateau landscapes. The proposed overhead line is likely to be seen on the skyline and would be prominent in views, including from parts of the local road network and Essex Way (as represented by Viewpoint 4.21 Brook Road, north of Marks Tey (Figure 7.12.F118) (document reference 7.12), Viewpoint 4.25 Essex Way, Mill Road, south of Fordham (Figure 7.12.F122) (document reference 7.12) and Viewpoint 4.20 PRoW near Bullbanks Farm, west of Fordham Heath (Aldham 4) (Figure 7.12.F117) (document reference 7.12)). In the north-west of the VRA there would be views

towards Great Horkesley (Tilbury side) CSE compound at Crabtree Lane. The Project would be introduced into a landscape otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.7.71 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, filtered by intervening trees and hedgerows and above intervening woodland within the Colne Valley (as represented by Viewpoint 4.05 PRoW near Hillhouse Wood, west of West Bergholt (West Bergholt 5) (Figure 7.12.F103) (document reference 7.12)). The overhead line would be visible from the edge of settlements on the elevated plateau at Fordham Heath and Eight Ash Green (as represented by Viewpoint 4.29 PRoW north of Eight Ash Green / Fordham Heath (Eight Ash Green 1) (Figure 7.12.F126) (document reference 7.12) and from the Essex Way along the floor of the Colne Valley, where the Project would be visible crossing the valley. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.7.72 There would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and intervening woodland, hedgerows and trees. Although West Bergholt is on an elevated plateau, the buildings and vegetation on its western edge would likely reduce perceptibility of the Project in this location. Beyond 1.5 km, the scale of change would be small, reducing to barely perceptible further within the settlement of West Bergholt. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within West Bergholt.

Mitigation

13.7.73 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.7.74 In the longer term, proposed planting within the Environmental Area around Great Horkesley (Tilbury side) CSE compound would reach semi-maturity. This would reduce effects on residents and road users in the north of the VRA by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. As the CSE compound would form a small element in views in comparison to the overhead line as it crosses over the elevated plateau, there would be no change to the scale of effect. The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** within West Bergholt.

Assessment Summary

13.7.75 Table A13.3.44 summarises the sensitivity and assessment judgements for D6 West Bergholt, Fordham Heath and Eight Ash Green.

Table A13.3.44 Visual assessment summary for VRA D6 West Bergholt, Fordham Heath and Eight Ash Green (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low, reducing to barely perceptible further within the settlement of West Bergholt
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant further within the settlement of West Bergholt
Operation Year 1	**Magnitude**	High	Medium	Low, reducing to barely perceptible further within the settlement of West Bergholt
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant further within the settlement of West Bergholt
Operation Year 15	**Magnitude**	High	Medium	Low, reducing to barely perceptible further within the settlement of West Bergholt
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant further within the settlement of West Bergholt

VRA D7 Fordstreet and Aldham (Section D)

Description and Visual Baseline

13.7.76 This VRA is located to the north-west of the Project, broadly between Chappel, Fordstreet and Aldham. In the south the VRA forms part of an elevated plateau, which falls to the north forming part of the Colne Valley. There are small, nucleated settlements including Aldham and Fordstreet and scattered properties and farms. The VRA is crossed by winding lanes and the A1124 Colchester Road follows the Colne Valley in the north. There is a network of local PRoW, and the Essex Way runs west to east, following the River Colne. The landscape is characterised by medium to large-scale arable fields interspersed with shelterbelts and woodland. Many of the fields have mature field boundary hedgerows and trees. The River Colne runs through the north of the area.

13.7.77 There are enclosed and open views. There are some longer distance views available, particularly from more open and elevated areas in the south and east and along the A1124. These views often have a wooded backdrop. Woodland and valley topography, as well as mature roadside and field boundary hedgerows, provides more enclosure in the north, including along the Colne Valley. There are open views out across the surrounding farmland from the fringes of Aldham.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Fordstreet, Aldham and scattered properties
- People using the network of local PRoW, open access land and the Essex Way
- People travelling along the A1124 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 4.11 PRoW south of Aldham (Aldham 15) (Figure 7.12.F109) (document reference 7.12)
- Viewpoint 4.31 Rectory Road near Hoe Farm, east of Great Tey (Figure 7.12.F128) (document reference 7.12)
- Viewpoint 4.37 Hines Close, Aldham (Figure 7.12.F134) (document reference 7.12).

Sensitivity

13.7.78 In the VRA, residential receptors and recreational receptors using PRoW, open access land and the Essex Way are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from Fordstreet Conservation Area and the Essex Way, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.7.79 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.7.80 Construction activity including vegetation removal and third-party works would be visible along the south-eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and at a construction laydown area east of the A1124, south of Fordstreet. There would be some roadside tree loss including along Fordstreet Hill due to the Project as well as vegetation loss due to the undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of several wood pole lines would be visible in close views along Green Lane and from parts of Aldham. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be

visible where the overhead line crosses the A1124 Ford Street Hill, Green Lane, Brook Road, and the Great Eastern Main Line. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km, the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible along the Colne Valley to the south of Chappel. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** along the Colne Valley south of Chappel.

Operation Year 1 (Without Mitigation)

13.7.81 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Hoe Farm near Tey Road in the south of the VRA. Lower theoretical visibility is indicated along the River Colne.

13.7.82 The Project would be visible in close views (within 0.5 km) from the south-east of the VRA, including as it crosses over the Colne Valley south of Fordstreet. The proposed overhead line is likely to be seen on the skyline and would be prominent in views, particularly from Fordstreet and Aldham where there are some open views to the east (as represented by Viewpoint 4.24 Essex Way near Fordstreet (Figure 7.12.F121) (document reference 7.12) in neighbouring VRA D5 and Viewpoint 4.11 PRoW south of Aldham (Aldham 15) (Figure 7.12.F109) (document reference 7.12). There would also be close views from parts of the Essex Way and open access land within the Colne Valley. The Project would be introduced into a landscape otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.7.83 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening trees and hedgerows (as represented by Viewpoint 4.31 Rectory Road near Hoe Farm, east of Great Tey (Figure 7.12.F128) (document reference 7.12)), including from the Essex Way. In the north-east, woodland and the valley landform within the Colne Valley would filter and screen views towards the Project in places. Between 0.5 km and 1.5 km, the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.7.84 There would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and layers of vegetation. The proposed overhead line may still be visible above the tops of vegetation, particularly when trees are not in leaf. From the Colne Valley south of Chappel, views are likely to be further screened and filtered due to the landform of the Colne Valley and intervening vegetation. Beyond 1.5 km the scale of change would be small, reducing

to barely perceptible to the south of Chappel. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** south of Chappel.

Mitigation

13.7.85 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.7.86 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** south of Chappel.

Assessment Summary

13.7.87 Table A13.3.45 summarises the sensitivity and assessment judgements for D7 Fordstreet and Aldham.

Table A13.3.45 Visual assessment summary for VRA D7 Fordstreet and Aldham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, including from Aldham and Fordstreet, including the Essex Way	Medium	Low, reducing to barely perceptible to the south of Chappel
	Significance	Major and significant (adverse), including from Aldham and Fordstreet, including the Essex Way	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant to the south of Chappel
Operation Year 1	**Magnitude**	High, including from Aldham and Fordstreet, including the Essex Way	Medium	Low, reducing to barely perceptible to the south of Chappel
	Significance	Major and significant (adverse), including from Aldham and Fordstreet, including the Essex Way	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant to the south of Chappel
Operation Year 15	**Magnitude**	High, including from Aldham and Fordstreet, including the Essex Way	Medium	Low, reducing to barely perceptible to the south of Chappel
	Significance	Major and significant (adverse), including from Aldham and Fordstreet, including the Essex Way	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant to the south of Chappel

VRA D8 Great Tey (Section D)

Description and Visual Baseline

13.7.88 This VRA is located to the north of the Project, broadly between Swan Street and East Gores. The topography consists of a gently sloping plateau which is more elevated in the north-west and gradually slopes to the south-east along the valley of the Roman River. There are small, nucleated settlements including the villages of Great Tey and smaller settlement of East Gores. Elsewhere there are scattered properties and farms along a network of winding lanes, including Burnhouse Lane (Protected Lane). There is a small conservation area in Great Tey. The landscape is characterised by medium to large arable fields interspersed with shelterbelts and woodland. The fields are bounded by mature hedgerows. The Roman River runs west to east across the centre of the area.

13.7.89 There are open and enclosed views within this VRA. There are some long views across the plateau and across shallow valleys such as the views from Earls Colne Road. These views often have a wooded backdrop. More enclosed views are available within settlements and near woodland.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Great Tey, East Gores and smaller, scattered settlements
- People using the network of local PRoW and Essex Way
- People travelling along Chappel Road / Brook Road and the network of local lanes which cross the VRA. Burnhouse Lane is a Protected Lane.

Viewpoints

- Viewpoint 4.10 Moor Road, Great Tey (Figure 7.12.F108) (document reference 7.12)
- Viewpoint 4.22 PRoW between Great Tey and Little Tey (Figure 7.12.F119) (document reference 7.12).
- Viewpoint 4.26 Essex Way, East Gores (Figure 7.12.F123) (document reference 7.12)
- Viewpoint 4.32 Essex Way, west of Teybrook Farm (Figure 7.12.F129) (document reference 7.12).

Sensitivity

13.7.90 In the VRA, residential receptors and recreational receptors using PRoW, including the Essex Way, and on Protected Lanes, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from within Great Tey Conservation Area and the Essex Way, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Great Tey Neighbourhood Plan identifies important views within this area, including from local lanes to the west of Great Tey. Therefore, views are of regional / local value.

13.7.91 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.7.92 Construction activity including vegetation removal and third-party works would be visible along the southern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be a loss of some trees along field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a satellite compound (TB-Sate1) and construction laydown area north of Little Tey, both in the neighbouring VRA, from nearby PRoW and properties. The undergrounding of several wood pole lines would be visible in close views. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the Great Eastern Main Line, Great Tey Road, and Salmon's Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small within the Roman River valley. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** within the Roman River valley
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the Roman River valley. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within the Roman River valley.

Operation Year 1 (Without Mitigation)

13.7.93 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons from parts of the VRA in the west, around Gull's Farm and Cuckoo's Farm, and more limited theoretical visibility along the Roman River valley.

13.7.94 The Project would be visible in close views (within 0.5 km) from the south of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views, particularly from the Essex Way and East Gores (as represented by Viewpoint 4.26 Essex Way, East Gores (Figure 7.12.F123) (document reference 7.12)), with some filtering from existing vegetation, including dense roadside vegetation, hedgerows and wooded shelterbelts. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.7.95 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening woodland, trees and hedgerows, filtered in places by intervening field and road vegetation and woodland, such as Sparrow Grove, and woodland at Teybrook Farm (as represented by Viewpoint 4.32 Essex Way, west of Teybrook Farm (Figure 7.12.F129) (document reference 7.12)). The Project would be visible from the edges of Great Tey, (as represented by Viewpoint 4.10 Moor Road, Great Tey (Figure 7.12.F108) (document reference 7.12)). From the Roman River valley, landform and vegetation would screen and filter views towards the Project. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small within the Roman River valley. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** within the Roman River valley.

13.7.96 There would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening vegetation screening and filtering views, particularly from the Roman River valley. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the Roman River valley. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within the Roman River valley.

Mitigation

13.7.97 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.7.98 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** within the Roman River valley; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** within the Roman River valley.

Assessment Summary

13.7.99 Table A13.3.46 summarises the sensitivity and assessment judgements for D8 Great Tey.

Table A13.3.46 Visual assessment summary for VRA D8 Great Tey (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to low within the Roman River valley	Low, reducing to barely perceptible within the Roman River valley
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant	Minor and not significant (adverse), reducing to negligible and not significant

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			(adverse) within the Roman River valley	within the Roman River valley
Operation Year 1	**Magnitude**	High	Medium, reducing to low within the Roman River valley	Low, reducing to barely perceptible within the Roman River valley
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) within the Roman River valley	Minor and not significant (adverse), reducing to negligible and not significant within the Roman River valley
Operation Year 15	**Magnitude**	High	Medium, reducing to low within the Roman River valley	Low, reducing to barely perceptible within the Roman River valley
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) within the Roman River valley	Minor and not significant (adverse), reducing to negligible and not significant within the Roman River valley

VRA D9 Marks Tey (Section D)

Description and Visual Baseline

13.7.100 This VRA is located to the south of the Project, between Broad Green and Marks Tey. The topography is relatively flat and the area forms part of a slightly elevated plateau. The A120 crosses the VRA and the Great Eastern Main Line railway runs along the southern edge of the VRA. The main settlement in this area is Marks Tey which is nucleated and located mainly to the south of the A120. Elsewhere in the VRA there is a hamlet at Little Tey and scattered properties and farms. The landscape is mainly large-scale arable fields bounded by hedgerows. There are small, wooded areas scattered throughout.

13.7.101 There are some long views across the slightly elevated plateau including from the A120 Coggeshall Road and parts of Marks Tey. Field boundary trees and woodland provided a wooded backdrop to views. In some areas there is a sense of enclosure, created by the small areas of woodland and roadside vegetation, such as the views from Old Road. Buildings and vegetation within settlements filter and screen outward views.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Marks Tey, Little Tey, a small part of Broad Green and scattered properties
- People using the network of local PRoW
- Horse riders using bridleways

- People travelling along the A120 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 4.06 A120 Coggeshall Road, Broad Green (Figure 7.12.F104) (document reference 7.12)
- Viewpoint 4.12 A120 Coggeshall Road, Marks Tey (Figure 7.12.F110) (document reference 7.12)
- Viewpoint 4.23 Great Tey Road (Figure 7.12.F120) (document reference 7.12).

Sensitivity

13.7.102 In the VRA, residential receptors and recreational receptors using PRoW are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes or landmarks. The Marks Tey Neighbourhood Plan identifies important views within this area, including from the A120 and from Little Tey. Therefore, views are of regional / local value.

13.7.103 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.7.104 Construction activity including vegetation removal and third-party works would be visible along the northern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including Great Tey Road. There would be some loss of trees along field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a satellite compound (TB-Sate1) north of Little Tey, from nearby PRoW and properties. There would be close views towards a construction laydown area east of Great Tey Road, from the road and nearby PRoW. The undergrounding of several wood pole lines would be visible in close views east of Great Tey Road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the Great Eastern Main Line, Great Tey Road, and Salmon's Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, including from the north-eastern edge of Marks Tey, reducing to barely perceptible from elsewhere in Marks Tey. The magnitude of effect would be medium, reducing to barely perceptible within Marks Tey. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within Marks Tey

- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.7.105 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons including south of Upp Hall Farm. There is no theoretical visibility indicated within Mark's Tey although some is indicated from the edges of the settlement including along the A120.

13.7.106 The Project would be visible in close views (within 0.5 km) from the north of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views (as represented by Viewpoint 4.06 A120 Coggeshall Road, Broad Green (Figure 7.12.F104) (document reference 7.12)), particularly from Salmon's Lane and Great Tey Road which are both crossed by the Project. The Project would be filtered in places by existing vegetation, including dense roadside vegetation and hedgerows. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.7.107 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening woodland, trees and hedgerows, filtered in places by intervening field boundary and roadside vegetation. The Project would be largely screened in views from within Marks Tey, due to buildings and vegetation along the A120 to the north of the settlement. Marks Tey is largely inward facing, and views would not be orientated towards the Project. An exception to this would from the north-east of the settlement, where the views across the A120 are more open, and the Project would be visible on the skyline in wide views (as represented by Viewpoint 4.12 A120 Coggeshall Road, Marks Tey (Figure 7.12.F110) (document reference 7.12)). Between 0.5 km and 1.5 km the scale of change would be medium, including from the north-eastern edge of Marks Tey, reducing to barely perceptible from elsewhere in Marks Tey. The magnitude of effect would be medium, reducing to barely perceptible within Marks Tey. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within Marks Tey.

13.7.108 A small area of the VRA is located further than 1.5 km from the Project (see VRA D10 for the assessment of effects further south). From the south-west corner of the VRA, there would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening vegetation screening and filtering views. Although the overhead line would be visible from this distance, it would form a small part of the overall view. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.7.109 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.7.110 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** within Marks Tey; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.7.111 Table A13.3.47 summarises the sensitivity and assessment judgements for D9 Marks Tey.

Table A13.3.47 Visual assessment summary for VRA D9 Marks Tey (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible within Marks Tey (except from the north-eastern settlement edge)	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Marks Tey (except from the north-eastern settlement edge)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible within Marks Tey (except from the north-eastern settlement edge)	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Marks Tey (except from the north-eastern settlement edge)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible within Marks Tey (except from the north-eastern settlement edge)	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Marks Tey (except from the north-eastern settlement edge)	Minor and not significant (adverse)

VRA D10 Copford (Section D)

Description and Visual Baseline

13.7.112 This VRA is located to the south of the Project, broadly between the western edge of Colchester and farmland north of Easthorpe. The landform consists of an elevated farmland plateau crossed by the valley of the Roman River east of Copford. The north of the VRA is well settled, and includes the southern side of Marks Tey, Copford, Copford Green and the western fringes of Colchester. Copford Green has a conservation area in its core. The main roads in the area are the A12 and the B1408, and the northern boundary of the VRA follows a railway line. The landscape comprises fields bounded by mature hedgerows. There are woodlands and shelterbelts, most of which are along the valleys of the Roman River and Domsey Brook.

13.7.113 Roadside vegetation, trees along the railway line, mature hedgerows and woodland provide enclosure, including from more elevated areas. Buildings and vegetation within settlements screen and filter outward views.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Marks Tey, Copford, Copford Green and western Colchester, and smaller, scattered settlements
- People using the network of local PRoW
- Horse riders using bridleways
- People travelling along the A12, B1408 and the network of local lanes which cross the VRA.

Viewpoints

13.7.114 There are no viewpoints located within the VRA.

Sensitivity

13.7.115 In the VRA, residential receptors and recreational receptors using PRoW are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Copford Green Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Copford with Easthorpe Neighbourhood Plan identifies important views from this area, including from Copford Green. Therefore, views from within the VRA are of regional / local value.

13.7.116 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.7.117 Construction activity and third-party works would be visible to the north-west of the VRA. The ground level elements of construction are unlikely to be perceptible in

views, due to vegetation along roads and railways and buildings in settlements. Taller machinery, such as cranes, and partially constructed pylons may be visible above woodland in some views, including from PRoW to the west of Copford Green. Glimpsed views of crossing protection scaffolding would be visible where the overhead line crosses the Great Eastern Main Line, Great Tey Road, and Salmon's Lane. The magnitude and level of effect would be as follows:

- Between 1 km and 1.5 km there would be a barely perceptible scale of change and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**
- Beyond 1.5 km there would be a barely perceptible scale of change, reducing to none from the valley floor and west of Copford Green. The magnitude of effect would be barely perceptible, reducing to none. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** from the valley floor and west of Copford Green.

Operation Year 1 (Without Mitigation)

13.7.118 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons in the west of the VRA, between the A12 and Copford Green. There is no theoretical visibility indicated at Copford and limited theoretical visibility east of Copford.

13.7.119 This VRA is located 1 km to the south-east of the Project. Woodland, roadside and railway vegetation and buildings would filter and screen views towards the Project from the majority of the VRA, particularly in the east from Copford and along the valley of the Roman River. The Project would be perceptible from PRoW on slightly higher ground west of Copford Green, where it would form a small part of distant views. Between 1 km and 1.5 km there would be a barely perceptible scale of change and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

13.7.120 Beyond 1.5 km there would be a barely perceptible scale of change, reducing to none from the valley floor along the Roman River and west of Copford Green. The magnitude of effect would be barely perceptible, reducing to none. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** from the valley floor and west of Copford Green.

Mitigation

13.7.121 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.7.122 The effects of the Project would remain as in Operation Year 1: **negligible and not significant**, reducing to **no effect (not significant)** from the valley floor and west of Copford Green.

Assessment Summary

13.7.123 Table A13.3.48 summarises the sensitivity and assessment judgements for D10 Copford.

Table A13.3.48 Visual assessment summary for VRA D10 Copford (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	N/A, as VRA is not within 0.5 km	Barely perceptible	Barely perceptible, reducing to none along the Roman Valley
	Significance	N/A, as VRA is not within 0.5 km	Negligible and not significant	Negligible and not significant, reducing to no effect (not significant) along the Roman Valley
Operation Year 1	**Magnitude**	N/A, as VRA is not within 0.5 km	Barely perceptible	Barely perceptible, reducing to none along the Roman Valley
	Significance	N/A, as VRA is not within 0.5 km	Negligible and not significant	Negligible and not significant, reducing to no effect (not significant) along the Roman Valley
Operation Year 15	**Magnitude**	N/A, as VRA is not within 0.5 km	Barely perceptible	Barely perceptible, reducing to none along the Roman Valley
	Significance	N/A, as VRA is not within 0.5 km	Negligible and not significant	Negligible and not significant, reducing to no effect (not significant) along the Roman Valley

13.8 Assessment of Effects on VRAs – Section E

VRA E1 Coggeshall (Section E)

Description and Visual Baseline

13.8.1 This VRA is located to the north and west of the Project, in the area surrounding Coggeshall. The landscape is centred around the shallow valley of the River Blackwater. The highest elevation is in the north-east, with more gentle slopes to the south of the river. The Essex Way follows the River Blackwater in the west of the VRA before diverting further north to run through Coggeshall. Historic Coggeshall lies on the northern side of the river, with the smaller Coggeshall Hamlet to the south. The A120 crosses the VRA, bypassing Coggeshall to the north. Outside of Coggeshall and Coggeshall Hamlet there are scattered individual properties along a network of local lanes including Hovells Farm Road (Protected Lane). Coggeshall has a large conservation area which encompasses Coggeshall Abbey. Pantling's Lane is an area of Open Access Land. The landscape comprises medium to large arable fields, with boundaries defined by hedgerows and some trees. Riverside vegetation lines the River Blackwater, particularly west of Coggeshall. Small areas of woodland in the east provide enclosure. Feeringbury Manor Gardens in the south-east is a visitor attraction and historic site. An aggregates quarry lies south of Cuthedge Lane.

13.8.2 There is a combination of open and enclosed views in the VRA, with enclosure provided by woodland along the River Blackwater and in the north-east, restricting longer distance views. Outward views are typically screened in settlements by buildings, garden and roadside vegetation. Roadside vegetation and hedgerows provide some filtering of across the landscape, while views south from Cuthedge Lane are largely screened by earthworks associated with the aggregates quarry. Where vegetation is absent there are open views across the large arable fields.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Coggeshall, Coggeshall Hamlet and other smaller, scattered settlements
- People using the network of local PRoW including the Essex Way
- Horse riders using bridleways
- People travelling along the A120, B1024 and the network of local lanes which cross the VRA, including Hovells Farm Road which is designated as a Protected Lane.

Viewpoints

- Viewpoint 5.01 A120 layby, Stockstreet Farm, west of Coggeshall (Figure 7.12.F136) (north of the VRA) (document reference 7.12)
- Viewpoint 5.05 Coggeshall Road, Coggeshall Hamlet (Figure 7.12.F140) (document reference 7.12)
- Viewpoint 5.06 Cuthedge Lane, west of Coggeshall Hamlet (Figure 7.12.F141) (document reference 7.12)
- Viewpoint 5.13 Tey Road / Buckley's Lane, between Coggeshall and Great Tey (Figure 7.12.F148) (document reference 7.12)
- Viewpoint 5.14 Essex Way south of Coggeshall (Figure 7.12.F149) (document reference 7.12)
- Viewpoint 5.18 PRoW south of Coggeshall Hamlet (Kelvedon 1) (Figure 7.12.F153) (document reference 7.12).

Sensitivity

13.8.3 In the VRA, residential receptors and recreational receptors using PRoW and the Essex Way are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Except within Coggeshall Conservation Area, where the value of views is higher, views from within the VRA are not associated with any designated landscapes or landmarks. The Coggeshall Neighbourhood Plan identifies important views within this area, including from the edge of Coggeshall settlement and from along the River Blackwater. Therefore, views from within the VRA are of regional / local value.

13.8.4 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.8.5 Construction activity including vegetation removal and third-party works would be visible along the south-eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads, including on part of Pantling's Lane, an area of Open Access Land. There would be some tree loss along field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area south of the A120, east of Surrex. The undergrounding of wood pole lines would be visible in close views north of Cockeralls Farm and Pound Farm, both in the adjacent VRA (E2). There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A120 Colchester Road, Old Road, a minor road between Coggeshall Road and Old Road, Coggeshall Road (Feering side), and Coggeshall Road (Newton side). Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from Coggeshall. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from Coggeshall
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.8.6 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons surrounding Coggeshall, while within the village there is more limited theoretical visibility of up to 23 pylons.

13.8.7 The Project would be visible in close views (within 0.5 km) from the south-east of the VRA (represented by Viewpoint 5.05 Coggeshall Road, Coggeshall Hamlet (Figure 7.12.F140) (document reference 7.12)). The Project would be visible in open views from the local road network, especially where it crosses the A120, Old Road, the B1024 and unnamed roads. It would be visible in close, open views from the local PRoW network, including footpaths it would cross south of Surrex, east of Coggeshall Road, and at Pantling's Lane and the Essex Way. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.8.8 In close to medium distance views (0.5 km to 1.5 km) the Project would be visible but filtered by intervening vegetation (represented by Viewpoint 5.06 Cuthedge Lane, west of Coggeshall Hamlet (Figure 7.12.F141) (document reference 7.12) and Viewpoint 5.14 Essex Way south of Coggeshall (Figure 7.12.F149) (document

reference 7.12)). The Project would be seen above wooded skylines, although would not form a prominent feature in views. There would be limited views from Coggeshall due to intervening buildings and vegetation. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from Coggeshall. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from Coggeshall.

13.8.9 Beyond 1.5 km the Project would be visible on the skyline in some long distance views (as represented by Viewpoint 5.01 A120 layby, Stockstreet Farm, west of Coggeshall (Figure 7.12.F136) (document reference 7.12)). In other long distance views (e.g. Viewpoint 5.13 Tey Road / Buckley's Lane, between Coggeshall and Great Tey (Figure 7.12.F148) (document reference 7.12)) the Project would be barely perceptible. The Project would be screened and filtered by vegetation and would form a small element in views. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.8.10 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.8.11 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** from Coggeshall; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.8.12 Table A13.3.49 summarises the sensitivity and assessment judgements for E1 Coggeshall.

Table A13.3.49 Visual assessment summary for VRA E1 Coggeshall (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible from Coggeshall	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from Coggeshall	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible from Coggeshall	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from Coggeshall	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible from Coggeshall	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from Coggeshall	Minor and not significant (adverse)

VRA E2 Feering and Rivenhall (Section E)

Description and Visual Baseline

13.8.13 This VRA is located to the south-east of the Project, encompassing Feering and Rivenhall to the north-west of the Brentwood to Manningtree railway line. The topography is gently undulating, crossed by shallow valleys of the River Blackwater and other small watercourses. The landscape is predominantly medium to large arable fields defined by hedgerows and trees. Local lanes and tracks connect small settlements, including Feering and Newtown in the north-east and Rivenhall in the south. Farmsteads and properties are scattered along the rural lanes, including Hollow Road (Protected Lane). Pantling's Lane is an area of Open Access Land. Feering has a conservation area. Woodland and riparian vegetation lines the River Blackwater, while small areas of woodland are found around large farmsteads. Rivenhall Oaks Golf Centre lies in the south-west of the VRA.

13.8.14 Views are varied, with long distance views screened by dense vegetation along the River Blackwater and in the west by large areas of woodland at Rivenhall Thicks and Tarecroft Wood. Hedgerows and roadside vegetation filter views. Views are generally open across the arable landscape, to a wooded horizon. Views within settlements are generally screened by surrounding buildings. An existing 132 kV overhead line is visible north of Feering.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Feering, Newtown, Rivenhall, and smaller, scattered settlements
- People using the network of local PRoW
- Horse riders using bridleways
- People travelling along the B1024 and the network of local lanes, including Hollow Road Protected Lane, which cross the VRA.

Viewpoints

- Viewpoint 5.02 Old Road, Feering (Figure 7.12.F137) (document reference 7.12)
- Viewpoint 5.10 PRoW near Coggeshall Hall (Figure 7.12.F145) (document reference 7.12).

Sensitivity

13.8.15 In the VRA, residential receptors and recreational receptors using PRoW and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of the Feering Conservation Area,

where the value of views is higher, views from within the VRA are not associated with designated landscapes or landmarks. The Kelvedon Neighbourhood Plan identifies important views within this area, including views towards Kelvedon settlement and from Windmill Farm towards Felix Hall. Therefore, views from within the VRA are of regional / local value.

13.8.16 Considering the judgements of susceptibility and value, the overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.8.17 Construction activity including vegetation removal and third-party works would be visible along the north-western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads, including on part of Pantling's Lane, an area of Open Access Land. There would be some tree loss along roadsides and field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of the undergrounding of wood pole lines north of Pounds Farm, North Ford Farm and Porters Farm in the adjacent VRA (E4). There would be close views of the undergrounding of part of an existing 132 kV overhead line near Skye Green. There would be close views of a construction laydown area north of Hole Farm. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A120 Colchester Road, Old Road, a minor road between Coggeshall Road and Old Road, Coggeshall Road (Feering side), Coggeshall Road (Newton side), Parkgate Road, Church Road, B1018 Cressing Road and the Braintree Branch Line. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.8.18 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Langley Green, along the Project route north of Rook Hall and along the railway line between Kelvedon and Witham. More limited theoretical visibility is indicated around Feering and Rivenhall.

13.8.19 The Project would be visible in close views to the north-west of the VRA. Within 0.5 km of the Project there would be close views of the proposed overhead line from the local road and PRoW network (as represented by Viewpoint 5.10 PRoW near Coggeshall Hall (Figure 7.12.F145) (document reference 7.12), particularly where the Project crosses Old Road, Coggeshall Road (Feering), the B1024, Hollow Road and Church Road. Views would either be open towards the Project, or the pylons would

be seen clearly above the existing roadside vegetation. The pylons would be large in scale and prominent features in views. The Project would be introduced into views otherwise absent of overhead lines, except in the north of the VRA where there is an existing 132 kV overhead line (part of which would be removed to accommodate the Project, near Skye Green). Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.8.20 In close to medium distance views (0.5 km to 1.5 km), the Project would be seen in views from local roads (as represented by Viewpoint 5.02 Old Road, Feering (Figure 7.12.F137) (document reference 7.12)) and the PRoW network. From Feering, pylons would be visible in medium distance views above wooded skylines. Views from north of Feering would include existing overhead lines, and the different scales of pylons would contrast. Although roadside vegetation and areas of woodland would provide some screening, the Project would be seen above wooded skylines. Buildings within the settlements of Feering and Rivenhall would screen views in places, although the Project would be visible from the edges of the settlements. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.8.21 Beyond 1.5 km there would be a reduction in the perceptibility of the Project. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.8.22 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.8.23 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.8.24 Table A13.3.50 summarises the sensitivity and assessment judgements for E2 Feering and Rivenhall.

Table A13.3.50 Visual assessment summary for VRA E2 Feering and Rivenhall (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
	Magnitude	High	Medium	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 1	**Significance**	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA E3 Kelvedon (Section E)

Description and Visual Baseline

13.8.25 This VRA is located to the south-east of the Project, between the Great Eastern Main Line and the edge of the Study Area. The VRA follows the Blackwater Valley and the valleys of its tributaries, including the Domsey Brook. The nucleated settlement of Kelvedon and southern part of Feering are located on the floor and sides of the Blackwater Valley. The A12 runs parallel to the railway line, before bypassing Kelvedon to the south. The centre of Kelvedon is designated as a conservation area. Brockwell Meadows Local Nature Reserve is located to the south of Kelvedon. Outside of the settlements the main landcover is medium to large scale arable fields defined by hedgerows with occasional trees. There are swathes of woodland along the River Blackwater, Domsey Brook and at Prested Hall. Main roads including the A12 are contained by mature roadside vegetation.

13.8.26 Views are varied, with a sense of enclosure within the wooded valleys of the River Blackwater and Domsey Brook. Views to the north and west are quite enclosed, due to mature vegetation along road and rail corridors as well as woodland along the Blackwater Valley. There are some open views across farmland, mainly south of the A12, where the landscape is more rural.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Rivenhall End, Kelvedon, Gore Pit, Feering and smaller, scattered settlements
- People using the network of local PRoW
- People travelling along the A12, B1024, B1023 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 5.21 Cranes Lane Overbridge, south-west of Kelvedon (Figure 7.12.F156) (document reference 7.12).

Sensitivity

13.8.27 In the VRA, residential receptors and recreational receptors using PRoW are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Kelvedon Conservation Area, where the value of views is

higher, views from within the VRA are generally not associated with any designated landscapes or landmarks. The Kelvedon Neighbourhood Plan identifies important views within this area, including views towards Kelvedon settlement from the south. Therefore, views are of regional / local value.

13.8.28 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.8.29 Construction activity and third-party works would be visible in medium to long distance views to the north-west of the VRA. Ground level construction elements are likely to be screened by intervening vegetation and are unlikely to be perceptible in views. Some taller elements, such as partially constructed pylons and cranes, may be visible on the skyline. The magnitude and level of effect would be as follows:

- Beyond 1 km the scale of change would be barely perceptible, increasing to small from overbridges across the railway line and from more open areas north of Inworth and south of Easthorpe Road. The magnitude of effect would be barely perceptible, increasing to low. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** from overbridges, north of Inworth and south of Easthorpe Road.

Operation Year 1 (Without Mitigation)

13.8.30 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons north and south of the Domesday Brook. No theoretical visibility is indicated within Kelvedon and Feering.

13.8.31 This VRA is 1 km to the south-east of the Project at its closest point, at Feering. The proposed overhead line would be visible in medium to long distance views. Woodland, vegetation along roads and the railway and buildings would screen and heavily filter views from the majority of the VRA. There would be views towards the proposed overhead line above a wooded skyline from lanes as they cross over the railway line on the north-western boundary of the VRA (as represented by Viewpoint 5.21 Cranes Lane Overbridge, south-west of Kelvedon (Figure 7.12.F156) (document reference 7.12)). There would also be long distance views from the east of the VRA, where the landscape is slightly more open, although the proposed pylons would form a small element in views. Views from Kelvedon would be screened by buildings and intervening vegetation. The scale of change would be barely perceptible from beyond 1 km, increasing to small from overbridges across the railway lines on the north-western boundary and from more open areas north of Inworth and south of Easthorpe Road. The magnitude of effect would be barely perceptible, increasing to low. The effect would be **negligible and not significant**, increasing to **minor and not significant (adverse)** from overbridges and north of Inworth and south of Easthorpe Road.

Mitigation

13.8.32 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.8.33 The effects of the Project would remain as in Operation Year 1: **negligible and not significant**, increasing to **minor and not significant (adverse)** from overbridges and north of Inworth and south of Easthorpe Road.

Assessment Summary

13.8.34 Table A13.3.51 summarises the sensitivity and assessment judgements for E3 Kelvedon.

Table A13.3.51 Visual assessment summary for VRA E3 Kelvedon (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Barely perceptible, increasing to low from overbridges and areas north of Inworth and south of Easthorpe Road
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Negligible and not significant, increasing to minor and not significant (adverse) from overbridges and areas north of Inworth and south of Easthorpe Road
Operation Year 1	**Magnitude**	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Barely perceptible, increasing to low from overbridges and areas north of Inworth and south of Easthorpe Road
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Negligible and not significant, increasing to minor and not significant (adverse) from overbridges and areas north of Inworth and south of Easthorpe Road
Operation Year 15	**Magnitude**	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Barely perceptible, increasing to low from overbridges and areas north of Inworth and south of Easthorpe Road
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 – 1.5 km	Negligible and not significant, increasing to minor and not significant (adverse) from overbridges and areas north of Inworth and south of Easthorpe Road

VRA E4 Silver End (Section E)

Description and Visual Baseline

13.8.35 This VRA is located to the north of the Project, broadly surrounding Silver End. The topography is flat to gently undulating, and falls to the south and west, towards the valley of the River Brain. The largest settlement is Silver End, and parts of Cressing and Tye Green are at the outer edges of the Study Area. There is a network of narrow winding lanes, including the B1018 and many Protected Lanes including Church Road, Pettit Way, Mill Lane and Shardloes Lane. The Essex Way crosses the north of the VRA. There are conservation areas in Silver End and Cressing. The landscape is mainly irregular medium to large scale arable fields, marked by ditches or hedgerows or woodland. There are large areas of woodland surrounding Park House and Woodhouse Farm along with dense vegetation enclosing the railway which runs along the western boundary of the VRA. There is mineral / aggregate quarrying in the north of the VRA, east of Sheepcoats Lane. An existing 400 kV overhead line passes through the north-eastern and north-western corners of the area.

13.8.36 There are some long views across a flat to gently undulating farmed plateau, including from parts of the Essex Way and minor roads including Church Road. Mature roadside vegetation filters and screens views in places, including from Hatfield Road. Buildings and vegetation screen and filter views within settlements including Silver End, although there are elevated views across the plateau top from the fringes of the settlement.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlement of Silver End, and smaller, scattered settlements
- People using the network of local PRoW and the Essex Way
- People travelling along the B1018 and the network of local lanes which cross the VRA, including Church Road, Mill Lane and Pettit Lane Protected Lanes.

Viewpoints

- Viewpoint 5.03 Rivenhall Place, Silver End (Figure 7.12.F138) (document reference 7.12)
- Viewpoint 5.11 Cressing Temple Barns, south-west of Silver End (Figure 7.12.F146) (document reference 7.12)
- Viewpoint 5.17 PRoW south of Silver End (Silver End 18) (Figure 7.12.F152) (document reference 7.12).

Sensitivity

13.8.37 In the VRA, residential receptors and recreational receptors using PRoW, including the Essex Way, and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from within Silver End and Cressing Conservation Areas and the Essex Way, where the value of views is higher, views from within the VRA are

generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.8.38 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.8.39 Construction activity including vegetation removal and third-party works would be visible along the southern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the B1018 Witham Road. There would be some hedgerow and tree loss along field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of several wood pole lines would be visible in close views north of Porters Farm, North Ford Farm and Whitehead Farm. There would be close views of a construction laydown area north of Hole Farm in the adjacent VRA (E2). There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Parkgate Road, Church Road, B1018 Cressing Road and the Braintree Branch Line. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, including from the more open southern and eastern edges of Silver End, reducing to barely perceptible further within the settlement. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)** including from the edges of Silver End, reducing to **negligible and not significant** further within the settlement
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.8.40 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons north and south-west of Silver End and around Hungry Hall. More limited theoretical visibility is shown east and west of Silver End and around Parkgate Farm.

13.8.41 The Project would be visible in close views (within 0.5 km) from the south of the VRA. The proposed overhead line is likely to be seen on the skyline and would be prominent in views (as represented by Viewpoint 5.17 PRoW south of Silver End (Silver End 18) (Figure 7.12.F152) (document reference 7.12)). The Project would be introduced into views otherwise absent of overhead lines. At Rivenhall Place Estate and Western Road to the south-east of Silver End, woodland and roadside trees would filter views towards the Project. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be

large. The magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.8.42 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening woodland, trees and hedgerows. Views from within the settlement of Silver End would be partially screened by buildings, although there would be views towards the Project from properties along its southern and eastern edges, including from the conservation area. The tops of pylons would be visible above intervening vegetation from Cressing Temple (as represented by Viewpoint 5.11 Cressing Temple Barns, south-west of Silver End (Figure 7.12.F146) (document reference 7.12)). Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible further within Silver End. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within Silver End.

13.8.43 There would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening vegetation screening and filtering views, including from the Essex Way. Although the proposed overhead line would be seen above trees, such as from the edge of Cressing, it would form a small part of the overall view. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.8.44 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.8.45 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** within Silver End; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.8.46 Table A13.3.52 summarises the sensitivity and assessment judgements for E4 Silver End.

Table A13.3.52 Visual assessment summary for VRA E4 Silver End (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, including from the fringes of Silver End, reducing to barely perceptible from further within the settlement	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), including from the fringes of Silver End, reducing to negligible and not	Minor and not significant (adverse)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			significant from further within the settlement	
Operation Year 1	**Magnitude**	High	Medium, including from the fringes of Silver End, reducing to barely perceptible from further within the settlement	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), including from the fringes of Silver End, reducing to negligible and not significant from further within the settlement	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium, including from the fringes of Silver End, reducing to barely perceptible from further within the settlement	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), including from the fringes of Silver End, reducing to negligible and not significant from further within the settlement	Minor and not significant (adverse)

VRA E5 Black Notley and White Notley (Section E)

Description and Visual Baseline

13.8.47 This VRA is located to the north of the Project, in the area surrounding Black Notley, White Notley and Ranks Green. The landform is flat in the west, becoming more undulating in the east along the Brain Valley. Black Notley and White Notley are the largest settlements. Elsewhere there are hamlets and scattered properties. There is a network of narrow winding lanes, including Pole Lane and Fairstead Lodge Road which are Protected Lanes. There is a conservation area at White Notley. An existing 400 kV overhead line crosses the Brain Valley in the east of the VRA. There is an existing 132 kV overhead line which runs to the west of Ranks Green. The landscape consists of mainly irregular, medium to large scale arable fields, marked by sinuous hedgerows and ditches. There is woodland along the Brain Valley and a large area of woodland at Hazelton Wood north-east of Ranks Green.

13.8.48 There are some slightly elevated and open views across flat to gently undulating farmland including from the edge of White Notley and Black Notley. Views are more enclosed near large areas of woodland, such as Hazelton Wood, and in narrow valleys associated with watercourses, including parts of the Brain Valley.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Black Notley, White Notley, Ranks Green and smaller, scattered settlements
- People using the network of local PRoW, NCN Route 16 and Essex Way

- Horse riders using bridleways
- People travelling along Witham Road and the network of local lanes which cross the VRA, including Pole Lane and Fairstead Lodge Road which are Protected Lanes.

Viewpoints

- Viewpoint 5.04 White Notley (Figure 7.12.F139) (document reference 7.12)
- Viewpoint 5.07 NCR 16 and Ranks Green Road, east of Rank's Green (Figure 7.12.F142) (document reference 7.12)
- Viewpoint 5.15 Essex Way south-east of White Notley (Figure 7.12.F150) (document reference 7.12)
- Viewpoint 5.20 PRoW, Black Notley (Black Notley 9) (Figure 7.12.F155) (document reference 7.12).

Sensitivity

13.8.49 In the VRA, residential receptors and recreational receptors using PRoW, including the Essex Way, Protected Lanes and NCN Route 16 are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from White Notley Conservation Area, the Essex Way and NCN Route 16, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.8.50 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.8.51 Construction activity including vegetation removal and third-party works would be visible along the southern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be some tree and hedgerow loss along roadsides and field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of a construction laydown area west of Church Hill, from nearby properties and the road. There would be construction activity at Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds, including temporary construction compounds (TB-CC06 and TB-SC05) in the adjacent VRA. The undergrounding of several wood pole lines would be visible in close views including west of Hole Farm, east of Maltings Farm and Church Hill Playing fields, and properties and PRoW at Newneys. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the Braintree Branch Line, Church Hill, a minor road between Ranks Green Road and Fairstead Hall Road, and a minor road between Ranks Green Road and Fuller Street. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small along the Brain Valley where topography and woodland would filter and screen views. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** along the Brain Valley
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.8.52 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons from more elevated parts of the VRA including south of Rank's Green and south of Webb's Farm. More limited theoretical visibility is indicated north and east of White Notley.

13.8.53 The Project would be visible in close views (within 0.5 km) from the south of the VRA, including towards the proposed overhead line and Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds. These elements of the Project are likely to be seen on the skyline and would be prominent in views, including from the Essex Way and NCN Route 16 (as represented by Viewpoint 5.07 NCR 16 and Ranks Green Road, east of Rank's Green (Figure 7.12.F142) (document reference 7.12)). The Project would be seen in the context of an existing 400 kV overhead line and so infrastructure of this scale is not uncharacteristic for the area. Vegetation removed during construction, including along the proposed underground cable, would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.8.54 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be most often seen on the skyline, above intervening vegetation. Views would be screened and filtered in places due to woodland, hedgerows and hedgerow trees, particularly towards the lower elements of the Project, such as the CSE compounds, including along the floor of the Brain Valley east of White Notley. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small along the Brain Valley. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** along the Brain Valley.

13.8.55 There would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening valley landform and trees screening and filtering views. From Black Notley mature trees along Snakey Lane would filter and screen views. Along the Brain Valley the landform and woodland would screen views towards the Project. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.8.56 Landscape mitigation is proposed within the Environmental Area located around the Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds. This mitigation would include:

- Retention of existing vegetation where practicable, including field boundary hedgerows and mature hedgerow trees and a small block of woodland
- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing habitats and provide further filtering/ screening of views towards the CSE compounds
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Use of spoil material to create subtle landforms north-east of the CSE compounds, which blends into the existing topography and contributes to screening of the CSE compounds from the north-east
- Proposed native hedgerows with native trees to the western edge of the Order Limits and to the south of the CSE compounds
- Proposed native hedgerow offset from an existing hedgerow to the north to create a 'green lane' for the existing bridleway which would help to filter and screen views towards the CSE compounds
- Proposed neutral grassland over proposed underground cables and below proposed overhead lines.

Operation Year 15 (With Mitigation)

13.8.57 In the longer term, proposed planting within the Environmental Area around the Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds would reach semi-maturity. This would reduce effects on residents, road users and users of PRoW within a localised area (within 0.5 km) by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. There would continue to be close views towards the proposed overhead line and the effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** along the Brain Valley; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.8.58 Table A13.3.53 summarises the sensitivity and assessment judgements for E5 Black Notley and White Notley.

Table A13.3.53 Visual assessment summary for VRA E5 Black Notley and White Notley (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, including from south of Ranks Green, NCN Route 16, Protected Lanes	Medium, reducing to low	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		and properties along the south of White Notley	along the Brain Valley	
	Significance	Major and significant (adverse), particularly from south of Ranks Green, NCN Route 16, Protected Lanes and properties along the south of White Notley	Moderate and significant (adverse), reducing to minor and not significant (adverse) along the Brain Valley	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High, particularly from south of Ranks Green, NCN Route 16, Protected Lanes and properties along the south of White Notley	Medium, reducing to low along the Brain Valley	Low
	Significance	Major and significant (adverse), particularly from south of Ranks Green, NCN Route 16, Protected Lanes and properties along the south of White Notley	Moderate and significant (adverse), reducing to minor and not significant (adverse) along the Brain Valley	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High, particularly from south of Ranks Green, NCN Route 16, Protected Lanes and properties along the south of White Notley. Reducing to medium in the immediate locality of Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds	Medium, reducing to low along the Brain Valley	Low
	Significance	Major and significant (adverse), particularly from south of Ranks Green, NCN Route 16, Protected Lanes and properties along the south of White Notley. Reducing to moderate and significant (adverse) in the immediate locality of Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds	Moderate and significant (adverse), reducing to low along the Brain Valley	Minor and not significant (adverse)

VRA E6 Terling and Witham (Section E)

Description and Visual Baseline

13.8.59 This VRA is located to the south of the Project, in the area surrounding Terling, Fairstead and the north of Witham. The VRA is a gently undulating landscape with shallow valleys associated with the River Brain and River Ter. Settlements include Fairstead, Terling, Fuller Street and Faulkbourne, scattered properties and the urban edge of Witham. The VRA is crossed by the B1018 and a network of narrow winding lanes, many of which are Protected Lanes, including Pole Road, Fairstead Lodge Road, Fairstead Road, Fairstead Hall Road and Peg Millars Lane. The Essex Way crosses the Ter Valley in the west of the VRA. There are conservation areas in Terling and Witham. There are RPGs at Faulkbourne Hall and Terling Hall. An existing 400 kV overhead line crosses the north-west of the area and although outside of the area, an existing 132 kV overhead line is visible to the west. The landscape consists of irregular medium to large arable fields, marked by hedgerows (gappy in places), trees and ditches. There are shelterbelts and areas of woodland including at Troys Wood and Ivy Wood, both of which are ancient woodland. There is riparian vegetation along the River Ter and the River Brain, and there are several springs, wells and reservoirs throughout the area.

13.8.60 There is a general sense of openness on higher ground, where views across the gently undulating plateau and Ter Valley and Brain Valley are available. Woodland and vegetation along valley floors, such as at Terling, Fairstead, Faulkbourne and Ridley Hall, filter and screen outward views. There are some long views across open, elevated areas such as the views from Fairstead Road.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Witham, Faulkbourne, Terling, Fairstead, Flacks Green, Gambles Green, Fuller Street and scattered properties
- People using the network of local PRoW, NCN Routes 50 and 16 and the Essex Way
- People travelling along the B1018 and the network of local lanes which cross the VRA. A number of lanes are designated as Protected Lanes including Terling Road, Peg Miller's Lane, Church Road, Terling Hall Road, Waltham Road, Fairstead Road, and Braintree Road.

Viewpoints

- Viewpoint 5.08 Fairstead Hall Road, Fairstead (Figure 7.12.F143) (document reference 7.12)
- Viewpoint 5.09 Fairstead Lodge Road near Fuller Street (Figure 7.12.F144) (document reference 7.12)
- Viewpoint 5.12 PRoW, Faulkbourne (Faulkbourne 1) (Figure 7.12.F147) (document reference 7.12)
- Viewpoint 5.16 Essex Way near Troy's Hall, north-east of Fairstead (Figure 7.12.F151) (document reference 7.12)

- Viewpoint 5.19 PRoW north of Gambles Green (Terling 15) (Figure 7.12.F154) (document reference 7.12).

Sensitivity

13.8.61 In the VRA, residential receptors and recreational receptors using PRoW, including the Essex Way, Protected Lanes, and NCN Route 50, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from Terling Conservation Area, the RPGs at Faulkbourne and Terling, the Essex Way and NCN Route 50 and 16, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.8.62 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.8.63 Construction activity including vegetation removal and third-party works would be visible along the northern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including Church Hill. There would be some tree loss along field boundaries and roadsides such as along Church Hill due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of a construction laydown area west of Church Hill, from the road. There would be construction activity at Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds, including temporary construction compounds (TB-CC06 and TB-SC05). The undergrounding of several wood pole lines would be visible in close views including west of Hole Farm, east of Maltings Farm and Church Hill Playing fields, and properties and PRoW at Newneys, in the adjacent VRA (E5). There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the Braintree Branch Line, Church Hill, a minor road between Ranks Green Road and Fairstead Hall Road, and a minor road between Ranks Green Road and Fuller Street. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from the Ter Valley and Brain Valley. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from the Ter Valley and Brain Valley
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the Ter Valley, at Terling and Witham. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the Ter Valley, Terling and Witham.

Operation Year 1 (Without Mitigation)

13.8.64 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Troys Hall and further south along Dancing Dick's Lane. No theoretical visibility is shown in Witham or Terling.

13.8.65 The Project would be visible in close views (within 0.5 km) from the south of the VRA, including towards the proposed overhead line and Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds and a short section of undergrounding between these CSE compounds. These elements of the Project are likely to be seen on the skyline and would be prominent in views (as represented by Viewpoint 5.16 Essex Way near Troy's Hall, north-east of Fairstead (Figure 7.12.F151) (document reference 7.12)), including from the Essex Way and NCN Route 16. The Project would be seen in the context of an existing 400 kV overhead line at all distances and so infrastructure of this scale is not uncharacteristic for the area. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.8.66 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be most often seen on the skyline, above intervening vegetation. In the west of the VRA the Project would be seen in the context of an existing 400 kV overhead line (as represented by Viewpoint 5.08 Fairstead Hall Road, Fairstead (Figure 7.12.F143) (document reference 7.12)). Views would be screened and filtered in places due to woodland, hedgerows and hedgerow trees, including from the wooded Ter Valley and from the wooded Brain Valley, including at Faulkbourne Hall. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from the Ter Valley and Brain Valley. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from the Ter Valley and Brain Valley.

13.8.67 There would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening valley landform and trees screening and filtering views. At Gambles Green and Terling along the Ter Valley, views would be filtered by intervening vegetation and the Project would be seen in the context of an existing overhead line (as represented by Viewpoint 5.19 PRoW north of Gambles Green (Terling 15) (Figure 7.12.F154) (document reference 7.12)). From Witham, buildings within the settlement and woodland on its northern fringes would filter and screen views towards the Project. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the Ter Valley including Terling, and at Witham. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the Ter Valley including Terling, and at Witham.

Mitigation

13.8.68 Landscape mitigation is proposed within the Environmental Area located around the Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds. This mitigation would include:

- Retention of existing vegetation where practicable, including field boundary hedgerows and mature hedgerow trees and a small block of woodland

- Proposed deciduous woodland with scrubby woodland edge to expand and connect existing habitats and provide further filtering/ screening of views towards the CSE compounds
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Use of spoil material to create subtle landforms north-east of the CSE compounds, which blends into the existing topography and contributes to screening of the CSE compounds from the north-east
- Proposed native hedgerows with native trees to the western edge of the Order Limits and to the south of the CSE compounds
- Proposed native hedgerow offset from an existing hedgerow to the north to create a 'green lane' for the existing bridleway which would help to filter and screen views towards the CSE compounds
- Proposed neutral grassland over proposed underground cables and below proposed overhead lines.

Operation Year 15 (With Mitigation)

13.8.69 In the longer term, proposed planting within the Environmental Area around the Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds would reach semi-maturity. This would reduce effects on residents and road users within a localised area (within 0.5 km) by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. The proposed overhead line would continue to be visible in close views and the effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** from a tributary of the Ter Valley and the Brain Valley; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** from the Ter Valley including Terling, and Witham.

Assessment Summary

13.8.70 Table A13.3.54 summarises the sensitivity and assessment judgements for E6 Terling and Witham.

Table A13.3.54 Visual assessment summary for VRA E6 Terling and Witham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to low from a tributary of the Ter Valley and the Brain Valley	Low, reducing to barely perceptible from the Ter Valley including Terling, and Witham
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and	Minor and not significant (adverse), reducing to negligible

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			not significant (adverse) from a tributary of the Ter Valley and the Brain Valley	and not significant from the Ter Valley including Terling, and Witham
Operation Year 1	**Magnitude**	High	Medium, reducing to low from a tributary of the Ter Valley and the Brain Valley	Low, reducing to barely perceptible from the Ter Valley including Terling, and Witham
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from a tributary of the Ter Valley and the Brain Valley	Minor and not significant (adverse), reducing to negligible and not significant from the Ter Valley including Terling, and Witham
Operation Year 15	**Magnitude**	High, reducing to medium in the immediate locality of the CSE compounds.	Medium, reducing to low from a tributary of the Ter Valley and the Brain Valley	Low, reducing to barely perceptible from the Ter Valley including Terling, and Witham
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) in the immediate locality of the CSE compounds.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from a tributary of the Ter Valley and the Brain Valley	Minor and not significant (adverse), reducing to negligible and not significant from the Ter Valley including Terling, and Witham

13.9 Assessment of Effects on VRAs – Section F

VRA F1 Great Leighs (Section F)

Description and Visual Baseline

13.9.1 This VRA is located to the north-west of the Project, broadly between the southern edge of Great Notley and Chatham Green. The landform is gently undulating and crossed by the shallow valleys of the River Ter and its tributary the Straw Brook. Great Leighs is the largest settlement, with smaller settlements including Little Leighs and Chatham Green, and scattered properties along the local road network. The A131 runs north-east to south-west and connects Great Leighs, Little Leighs and

Chatham Green. Chelmsford City Racecourse is located to the north of Great Leighs and there is an adjacent quarry. The Essex Way crosses the VRA, in part following the River Ter. The landscape consists of irregular, medium scale arable fields, marked by sinuous hedgerows and ditches. The landscape is well-wooded, with large areas of ancient woodland mainly east of the A131 including at Bushy / Breams Woods and Mann / Parsons Woods. These are all designated as Local Wildlife Sites. Further vegetation is found along the river corridors of the Ter and Straw Brook.

13.9.2 Vegetation along the roads, riparian vegetation and large areas of woodland result in a relatively enclosed landscape. There are more intermittent long distance views in the south-west, looking across farmland to a wooded horizon, including from parts of the Essex Way.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Chatham Green, Little Leighs, Great Leighs, Gubbion's Green and scattered individual properties
- People using the network of local PRoW including the Essex Way
- People travelling along the A131 and the network of local lanes which cross the VRA, including Protected Lanes (Whites Lane, Rectory Lane, Boreham Road and Paulk Hall Road)
- People working at and visiting Chelmsford City Racecourse.

Viewpoints

- Viewpoint 6.01 Castle Cose, Great Leighs (Figure 7.12.F157) (document reference 7.12)
- Viewpoint 6.03 Essex Way, Chatham Green (Figure 7.12.F159) (document reference 7.12)
- Viewpoint 6.25 PRoW, east of Littley Green (Great Waltham 54) (Figure 7.12.F180) (document reference 7.12).

Sensitivity

13.9.3 In the VRA, residential receptors and recreational receptors using PRoW, including the Essex Way, and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). People visiting Chelmsford City Racecourse are of low susceptibility to linear energy infrastructure. Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views, and are of local / community value.

13.9.4 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.5 Construction activity including vegetation removal and third-party works would be visible along the south-eastern edge of the VRA. Construction activity would include

the movement of vehicles and machinery along haul roads and PARs including the A131. There would be some loss of hedgerows and roadside trees due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area south-east of Chatham Green, from local PRoWs. The undergrounding of wood pole lines would be visible in close views including west of Boreham Road and along Paulk Hall Lane. A temporary construction compound (TB-CC07) in the adjacent VRA and construction laydown area east of the A131 would be visible from the road. The construction activity would include the dismantling of part of an existing 132 kV overhead line and its undergrounding, between PSB39 and PSB42, mainly within the adjacent VRA (F2). There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Cole Hill, Paulk Hall Lane, Goodmans Lane, and the A131. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.9.6 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons south and north of Chatham Green. More limited theoretical visibility is indicated around Great Leighs and Little Leighs.

13.9.7 The Project would be visible in close views from the south-east of the VRA. Within 0.5 km there would be close views from local roads, including Pork Hall Lane and Boreham Road (Protected Lanes) (which would both be crossed by the Project). There would be close views from NCN Route 50 and PRoW. The Project would be seen above wooded skylines and in relatively open views. There would be close views from the A131 which is crossed by the Project at TB134. Views from the local road network would be partially filtered by intervening vegetation. Views of the Project would be possible in gaps in the vegetation, with the pylons seen as large scale features above wooded skylines. The Project would be introduced into views largely absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.9.8 In close to medium distance views (0.5 km to 1.5 km) the Project would be seen from the local road and PRoW network and from the edge of Great Leighs (as represented by Viewpoint 6.01 Castle Cose, Great Leighs (Figure 7.12.F157) (document reference 7.12)). The pylons would typically be seen above a wooded skyline. Views from within Great Leighs would largely be screened by intervening vegetation and buildings. There would be views from parts of the Essex Way (as represented by Viewpoint 6.03 Essex Way, Chatham Green (Figure 7.12.F159) (document reference

7.12)). Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.9.9 Beyond 1.5 km the Project is likely to be intermittently perceptible in longer distance views due to the intervening woodlands and undulating topography. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.9.10 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.11 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.9.12 Table A13.3.55 summarises the sensitivity and assessment judgements for F1 Great Leighs.

Table A13.3.55 Visual assessment summary for VRA F1 Great Leighs (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA F2 Peverel's Farm (Section F)

Description and Visual Baseline

13.9.13 This VRA is located to the south-east of the Project, broadly between Fuller Street and the A130, north of Chelmsford. The topography consists of an elevated, gently undulating plateau, crossed by the Ter Valley in the north. There are scattered properties throughout the VRA, connected along a network of narrow winding lanes, many of which are protected. The Essex Way follows part of the Ter Valley in the north. There is a large quarry in the south of the VRA, on land which was formerly

part of Boreham Airfield. Existing 132 kV overhead lines run in parallel in the east of the VRA, west and south of Fuller Street. The landscape is mainly irregular, medium scale arable fields, marked by sinuous hedgerows and ditches. Riparian vegetation lines the River Ter in the north, while larger areas of ancient woodland are found across the VRA, including at Sheepcotes Wood and Lyonshall Wood.

13.9.14 The landscape is open and rural, with no larger settlements. There are some views from plateau tops across arable fields to a wooded horizon, including from parts of the Essex Way. Some rural lanes are lined with hedgerows, filtering outward views.

Community, Recreation and Road Users Within the VRA

- People living and moving around the scattered properties within the VRA
- People using the network of local PRoW, including the Essex Way
- People travelling along the network of local lanes which cross the VRA, including Protected Lanes (Boreham Road, Noakes Lane and Cole Hill).

Viewpoints

- Viewpoint 6.02 Essex Way, west of Fuller Street (Figure 7.12.F158) (document reference 7.12)
- Viewpoint 6.17 Sheepcotes Lane, Little Waltham (Figure 7.12.F173) (document reference 7.12).

Sensitivity

13.9.15 In the VRA, residential receptors and recreational receptors using PRoW, including the Essex Way, and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views, and are of local / community value.

13.9.16 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.17 Construction activity including vegetation removal and third-party works would be visible along the north-western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads, visible in local views of residents and users of the PRoW and local road network. There would be some tree and hedgerow loss along roadsides including at Cole Hill as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be a temporary construction compound (TB-Main) north of Sheepcotes Wood, visible from nearby PRoW. A temporary construction compound (TB-CC07) and construction laydown area east of the A131 would be visible from the A131. Construction activity would include the temporary diversion and undergrounding of part of an existing 132 kV overhead line near TB122, between PSB39 and PSB42 in the east of the VRA near Fuller Street. There would be some taller elements, such as

partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Cole Hill, Paulk Hall Lane, Goodmans Lane, and the A131. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.9.18 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 around Power's Farm and Alstead's Farm in the south.

13.9.19 The Project would be visible in close views from the north-west of the VRA. Within 0.5 km there would be close views from the local road network particularly where the Project crosses Braintree Road, Boreham Road/Cole Hill, Pork Hall Lane, Goodmans Lane and the B1008 in the west. Scattered properties along the lanes would have views towards the Project. The Project would be visible from PRoW including the Essex Way (as represented by Viewpoint 6.02 Essex Way, west of Fuller Street (Figure 7.12.F158) (document reference 7.12)). The pylons would be noticeable features above wooded skylines. Part of an existing 132 kV overhead line west of Fuller Street (near TB122) would be undergrounded to accommodate the Project, removing four existing pylons. The proposed pylons would appear larger than the existing pylons. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.9.20 In close to medium distance views, between 0.5 km and 1.5 km, the Project would be seen on the skyline, above intervening woodlands, trees and hedgerows, from the local road and PRoW network (as represented by Viewpoint 6.17 Sheepcotes Lane, Little Waltham (Figure 7.12.F173) (document reference 7.12)). The undulating topography south of the River Ter and areas of woodland would provide some filtering and screening of views. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.9.21 Beyond 1.5 km the Project would be intermittently visible on a wooded skyline, although would be less perceptible due to distance and the layers of intervening vegetation which would filter and screen views. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.9.22 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.23 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.9.24 Table A13.3.56 summarises the sensitivity and assessment judgements for F2 Peverel's Farm.

Table A13.3.56 Visual assessment summary for VRA F2 Peverel's Farm (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA F3 Great Waltham (Section F)

Description and Visual Baseline

13.9.25 This VRA is located to the north of the Project, north of Chelmsford. It lies broadly north of Broad's Green, and to the south of Littley Green. The landscape of the VRA is centred around a shallow valley along the course of the River Chelmer and its tributary Walthambury Brook in the west. The River Chelmer runs broadly north to south, with the adjacent valley sides gradually rising to the east and west of the Chelmer. To the south of Walthambury Brook, the valley slopes rise towards Great Waltham and Broad's Green in the south. Other tributaries feed into the Chelmer, including near Minnow End and Chatham Hall. The main settlement is the village of Great Waltham in the south-west of the VRA, with the smaller settlement of Howe Street to the centre of the VRA. There are scattered properties nucleated around roads, such as those at Minnow End and on the edge of Broad's Green, and scattered farms within the surrounding farmland. The B1008 runs north-west to south-east through the VRA, connecting with other main roads such as the A131 to the east of the VRA, and the small network of rural roads within the VRA. National Cycle Network (NCN) Route 50 runs through the northern half of the VRA near Howe

Street. The Saffron Trail and the Essex Way PRoW converge at Langleys RPG, with the Essex Way passing roughly east-west through the VRA, and the Saffron Trail north-south from Littley Green to Broad's Green. The wider PRoW network includes Dunmow Lane byway to the western edge of the VRA, and Protected Lanes such as Hyde Hall Lane. The Great Waltham Conservation Area is in the south of the VRA and includes parts of Great Waltham, and the adjacent parkland area at Langleys. Langleys is designated as an RPG due to its parkland character, trees and rolling grassland. The Langleys Deer Park forms part of both the conservation area and the RPG. The landscape of the VRA mainly consists of medium to large arable fields, bounded by mature hedgerows, with more formal designed areas within Langleys RPG. There are areas of woodland interspersed between the fields with larger concentrations of trees in the areas close to Howe Street, Great Waltham, Langleys RPG, the River Chelmer and Walthambury Brook. The riparian vegetation along watercourses and tributaries are mature and limit wider visibility in places.

13.9.26 Views are generally of an open character on higher ground, with more contained views along the lower-lying well-vegetated watercourses. Views across more elevated arable fields bounded by hedgerows and hedgerow trees tend to be more open and long distance, with occasional wooded backdrops, and sometimes filtered by individual trees. Enclosed views are experienced in lower lying areas due to the screening effects of roadside vegetation, woodland, parkland vegetation, riparian vegetation associated with watercourses, and buildings. Views are across a distinctive historic designed landscape between Great Waltham and Little Waltham.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Great Waltham, Howe Street, Minnow End, Broad's Green and smaller, scattered settlement
- People using the network of local PRoW, including the footpaths within Langleys RPG, the Essex Way, Saffron Trail, Dunmow Lane, the common land / open access land near Littley Green and NCN Route 50
- People travelling along the B1008 and the network of local roads and lanes (including Protected Lanes such as Bury Lane) which cross the VRA.

Viewpoints

- Viewpoint 6.18 Langleys Park, north of Great Waltham (Figure 7.12.F174) (document reference 7.12)
- Viewpoint 6.16 Chatham Hall Lane, north of Little Waltham (Figure 7.12.F172) (document reference 7.12).

Sensitivity

13.9.27 In the VRA, residential receptors and recreational receptors using PRoW, Protected Lanes, common land / open access land and NCN Route 50, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of localised views from the edge of Great Waltham Conservation Area, Langleys RPG, the Essex Way, the Saffron Trail and NCN Route 50, where the value of views is higher, views are of local / community value.

13.9.28 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.29 Construction activity including vegetation removal and third-party works would be visible along the south-eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery, along haul roads and PAR including the B1008 Essex Regent Way. There would be loss of trees along roadsides and field boundaries including along Lark's Lane due to the Project and undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of several wood pole lines would be visible in close views including along the B1008, east of Chelmsford Road from properties and PRoW along Minnow End. Views towards the closest temporary construction compound (TB-CC07), located in the neighbouring VRA (F2) would be filtered and screened by intervening roadside vegetation. There would be close views of a construction laydown area north-east of the B1008 from the B1008. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the B1008 Essex Regent Way, Chatham Hall Lane, Chelmsford Road and Larks Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium from the south-eastern edge of Great Waltham. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** from the south-eastern edge of Great Waltham
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from Howe Street, from within the area of settlement at Great Waltham, and from within the grounds of Langleys RPG and Deer Park. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from Howe Street, Great Waltham, and Langleys RPG and Deer Park
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the north-west of the VRA. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the north-west of the VRA.

Operation Year 1 (Without Mitigation)

13.9.30 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons to the west of Great Waltham and east of Chatham Hall. Lower theoretical visibility is indicated north and east of Great Waltham.

13.9.31 Low height pylons are proposed at this location to mitigate effects on the views from heritage assets. The use of these pylons has some benefits for more distant visual receptors within the VRA, whose views are already partially screened by intervening vegetation and landform, since the lower height would further reduce the likely visibility of the proposed overhead line in these views. In views from the closest visual receptors where there is limited or no intervening screening or landform, low height lattice pylons are likely to be more noticeable due their wider stature, use of

thicker steel lattice sections and therefore bulkier appearance. The width requirement for removal of existing vegetation beneath the proposed overhead line is slightly greater for low height pylons than for standard lattice pylons. The resultant effects on views for visual receptors within the VRA was taken into account throughout the assessment.

13.9.32 Within 0.5 km there would be close and sometimes open views of the Project from local roads, including the B1008, and from the PRoW network, including the Saffron Trail near South House Farm, south of Great Waltham. Close and, in some cases, open views would be experienced from properties along Minnow End on Chelmsford Road, from the eastern edge of Broad's Green along Lark's Lane, and from scattered properties near Chatham Hall Lane (as shown in Viewpoint 6.16 Chatham Hall Lane, north of Little Waltham (Figure 7.12.F172) (document reference 7.12)). The Project would be visible from the southern and eastern tip of the settlement edge of Great Waltham, though intervening vegetation and landform would provide some screening. Pylons would be seen in full in places such as Minnow End and from Chatham Hall Road, with much of the pylon's structure visible on the skyline. Pylons would appear stacked behind each other in some views from locations close to the alignment, such as Minnow End and Broad's Green. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium from the south-eastern edge of Great Waltham. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** from the south-eastern edge of Great Waltham.

13.9.33 Between 0.5 km and 1.5 km there would be close to medium distance views of the Project from sections of the local road and PRoW network, including from sections of the Essex Way and Saffron Trail. There would be close to medium distance views from some scattered properties, from the settlement at Great Waltham, in particular from properties on the eastern and southern edge of settlement, and from areas within Langleys RPG and parkland. At these distances, the upper section of the pylons would most often be seen on the skyline, with lower sections sometimes screened or filtered in views due to intervening buildings, strips of riparian vegetation along the watercourses, woodland strips and tree lines on the edge of the RPG, and intervening landform. The Project would be intermittently perceptible on the skyline above the tree line, with the potential for views from scattered properties, the southern settlement edge of Howe Street and the local road network and PRoW, including NCN Route 50 and Protected Lanes. Views would be possible from some parts of Langleys parkland (as shown in Viewpoint 6.18 Langleys Park, north of Great Waltham (Figure 7.12.F174) (document reference 7.12)). Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from Howe Street, from within the area of settlement at Great Waltham, and from within the grounds of Langleys RPG and Deer Park. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from Howe Street, Great Waltham, and Langleys RPG and Deer Park.

13.9.34 Beyond 1.5 km the Project would be intermittently perceptible on the skyline above the tree line. Visibility would be reduced from lower lying river valley areas near the Chelmer, due to distance and layers of intervening vegetation and landform, which would filter and screen views. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the north-west of the VRA. The magnitude of

effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the north-west of the VRA.

Mitigation

13.9.35 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.36 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **moderate and significant (adverse)** from the south-eastern edge of Great Waltham; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** from Howe Street, Great Waltham, and Langleys RPG and Deer Park; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** from the north-west of the VRA.

Assessment Summary

13.9.37 Table A13.3.57 summarises the sensitivity and assessment judgements for VRA F3 Great Waltham.

Table A13.3.57 Visual assessment summary for VRA F3 Great Waltham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, particularly in the south-east near Chatham Hall Lane, the eastern edge of Langleys RPG and Deer Park, Minnow End, near Balls Farm and east of Broad's Green. Reducing to medium from near the south-eastern edge of Great Waltham.	Medium, particularly on the south and eastern edges of Great Waltham and the Langleys RPG. Reducing to low from Howe Street, from within the area of settlement at Great Waltham, and from within the grounds of Langleys RPG and Deer Park where construction activity is more likely to be screened in views.	Low, reducing to barely perceptible from the north-west of the VRA, particularly along the valley floor.
	Significance	Major and significant (adverse), particularly in the south-east near Chatham Hall Lane, the eastern edge of Langleys RPG and Deer	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Howe Street, from within the area of settlement at Great Waltham, and from within the	Minor and not significant (adverse), reducing to negligible and not significant from the north-west of the VRA,

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		Park, Minnow End, near Balls Farm and east of Broad's Green. Reducing to moderate and significant (adverse) from near the south-eastern edge of Great Waltham.	grounds of Langleys RPG and Deer Park where construction activity is more likely to be screened in views.	particularly along the valley floor.
Operation Year 1	**Magnitude**	High, particularly in the south-east near Chatham Hall Lane, the eastern edge of Langleys RPG and Deer Park, Minnow End, near Balls Farm and east of Broad's Green. Reducing to medium from near the south-eastern edge of Great Waltham.	Medium, particularly on the south and eastern edges of Great Waltham and the Langleys RPG. Reducing to low from Howe Street, from within the area of settlement at Great Waltham, and from within the grounds of Langleys RPG and Deer Park where the proposed overhead line is more likely to be screened in views.	Low, reducing to barely perceptible from the north-west of the VRA, particularly along the valley floor.
	Significance	Major and significant (adverse), particularly in the south-east near Chatham Hall Lane, the eastern edge of Langleys RPG and Deer Park, Minnow End, near Balls Farm and east of Broad's Green. Reducing to moderate and significant (adverse) from near the south-eastern edge of Great Waltham.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Howe Street, from within the area of settlement at Great Waltham, and from within the grounds of Langleys RPG and Deer Park where the proposed overhead line is more likely to be screened in views.	Minor and not significant (adverse), reducing to negligible and not significant from the north-west of the VRA, particularly along the valley floor.
Operation Year 15	**Magnitude**	High, particularly in the south-east near Chatham Hall Lane, the eastern edge of Langleys	Medium, particularly on the south and eastern edges of Great Waltham and the Langleys RPG.	Low, reducing to barely perceptible from the north-west of the

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		RPG and Deer Park, Minnow End, near Balls Farm and east of Broad's Green. Reducing to medium from near the south-eastern edge of Great Waltham.	Reducing to low from Howe Street, from within the area of settlement at Great Waltham, and from within the grounds of Langleys RPG and Deer Park where the proposed overhead line is more likely to be screened in views.	VRA, particularly along the valley floor.
	Significance	Major and significant (adverse), particularly in the south-east near Chatham Hall Lane, the eastern edge of Langleys RPG and Deer Park, Minnow End, near Balls Farm and east of Broad's Green. Reducing to moderate and significant (adverse) from near the south-eastern edge of Great Waltham.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Howe Street, from within the area of settlement at Great Waltham, and from within the grounds of Langleys RPG and Deer Park where the proposed overhead line is more likely to be screened in views.	Minor and not significant (adverse), reducing to negligible and not significant from the north-west of the VRA, particularly along the valley floor.

VRA F4 Little Waltham (Section F)

Description and Visual Baseline

13.9.38 This VRA is located to the south of the Project, north of Chelmsford. It lies broadly between Broomfield in the south and the northern edge of Chelmsford in the east, and Little Waltham in the north-west. The topography consists of a narrow lower-lying valley landscape relative to the River Chelmer, which runs north to south through the VRA, and adjacent valley sides that gradually rise to the west of the Broomfield Hospital, and to the east of Little Waltham. Other small tributaries feed into the Chelmer, including from Sheepcotes Lane and Belsteads from the east of the river valley, and from near Blasford Hill and Broomfield from the west of the river valley. The largest areas of settlement are the village of Little Waltham to the north of the VRA, and Blasford Hill and Broomfield in the south-west. The northern edge of Chelmsford, which lies to the east of the A131 Essex Regiment Way, includes areas of more recent residential development. A business park and Chelmer Valley Park and Ride facility are located to the east of the A131. The B1008 and A131 run roughly parallel and north-south through the centre of the area, with the B1008 to the

west of the Chelmer, and the A131 and a small section of the A1016 to the east. These are connected into the small network of lanes and roads within the VRA. The Saffron Trail PRoW crosses the western edge of the VRA to the west of Broomfield Hospital, and the Centenary Circle PRoW crosses the far southern tip of the VRA around Black Lane. These connect into the wider PRoW network including those along the River Chelmer near Little Waltham Meadows Nature Reserve, and Little Channels Golf Course to the east of the river. The Little Waltham Conservation Area is located in the north of the VRA encompassing parts of Little Waltham. The landscape within the VRA typically consists of medium to large arable fields interspersed with woodland and tree belts, with smaller fields closer to areas of settlement. The River Chelmer runs through this area and there is a mature riparian zone and embankment area. A nature reserve and fishing area lie central to the river in the VRA and there are other waterbodies spread throughout the area. The golf course has areas of semi-improved grassland and lines of trees.

13.9.39 The VRA has an open character in more elevated areas, with some longer distance views across arable fields. These are sometimes screened by woodland, such as at Sparrowhawk Wood near Lark's Lane. Views in lower-lying areas are often limited by landform and filtered by trees, including areas of riparian vegetation along the River Chelmer and the nature reserve. This results in shorter and more enclosed views. In more settled areas, views are curtailed by intervening buildings. Views are across a distinctive historic designed landscape between Great Waltham and Little Waltham.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Little Waltham, Blasford Hill, Broomfields, the northern edge of Chelmsford and smaller, scattered areas of settlement
- People using the network of local PRoW, the Saffron Trail, and Centenary Circle
- People travelling along the A131, the B1008, the A1016 and the network of local lanes, including Lark's Lane (a Protected Lane) which cross the VRA.

Viewpoints

- Viewpoint 6.13 B1008, Little Waltham (Figure 7.12.F169) (document reference 7.12).

Sensitivity

13.9.40 In the VRA, residential receptors and recreational receptors using PRoW, which includes the Saffron Way, Centenary Circle and footpaths within the nature reserve, and Lark's Lane (Protected Lane) are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Localised views from the edge of Little Waltham Conservation Area are of regional / local value. The Broomfield Neighbourhood Plan identifies important views, including to the west of Broomfield from the footpath network and from local roads. Therefore, views are of regional / local value.

13.9.41 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.42 Construction activity including vegetation removal and third-party works would be visible along the north / north-western / western edge of the VRA. Construction activity would include the movement of vehicles and machinery, including along haul roads and the B1008, Chatham Hall Lane and Chelmsford Road which would be PAR. There would be tree loss along roadsides including along Chatham Lane due to the Project and the undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of several wood pole lines would be visible in close views including along the B1008, east of Chelmsford Road from properties along Larks Lane, and north of Partridge Green Farm, along the PRoW. Views towards the closest temporary construction compound (TB-CC07), which is located in the neighbouring VRA (F2) would be filtered and screened by intervening roadside vegetation and Sheepcotes Wood. A construction laydown area west of Chelmsford Road would be visible from nearby properties and the road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the B1008 Essex Regent Way, Chatham Hall Lane, Chelmsford Road and Larks Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium within Little Waltham. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** within Little Waltham
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from the south and eastern edges of Little Waltham, Blasford and Broomfield, and along the River Chelmer. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from the south and eastern edges of Little Waltham, Blasford and Broomfield, and along the River Chelmer
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the south-east of the VRA. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the south-east of the VRA.

Operation Year 1 (Without Mitigation)

13.9.43 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Partridgegreen. Lower theoretical visibility is shown within the River Chelmer valley east of Broomfield.

13.9.44 Low height pylons are proposed at this location to mitigate effects on the views from heritage assets. The use of these pylons has some benefits for more distant visual receptors within the VRA, whose views are already partially screened by intervening vegetation and landform, since the lower height would further reduce the likely visibility of the proposed overhead line in these views. In views from the closest

visual receptors where there is limited or no intervening screening or landform, low height pylons are likely to be more noticeable due their wider stature, use of thicker steel lattice sections and therefore bulkier appearance. The width requirement for removal of existing vegetation beneath the proposed overhead line is slightly greater for low height pylons than for standard pylons. The resultant effects on views for visual receptors within the VRA was taken into account throughout the assessment.

13.9.45 Within 0.5 km there would be close and sometimes open views of the Project from local roads including the A131 and B1008, Woodhouse Lane, Lark's Lane, Chelmsford Road and Chatham Hall Lane (as shown in Viewpoint 6.13 B1008, Little Waltham (Figure 7.12.F169) (document reference 7.12)), although some of these views would be filtered by vegetation in places. There would be close views from the local PRoW network, including the Saffron Trail and PRoWs near Chelmsford Road, Lark's Lane and Partridgegreen. Pylons would be seen in full in places from less vegetated sections of Chatham Hall Road, the B1008, the eastern end of Chelmsford Road near the B1008, and from Lark's Lane, with much of the pylon's structure visible on the skyline. Pylons would appear stacked behind each other in some views from locations close to the alignment, such as near Lark's Lane and Chelmsford Road. Close views would be experienced from some scattered properties on these roads, from Partridgegreen on Woodhouse Lane, and from the northern and western settlement edges of Little Waltham, though intervening vegetation and landform would provide some screening in places. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium within Little Waltham. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** within Little Waltham.

13.9.46 Between 0.5 km and 1.5 km there would be close to medium distance views of the Project from the local road and PRoW network, including along Sheepcotes Lane, the A131 and B1008. There would be some partial views from within Little Waltham where intervening buildings and vegetation would screen some of the pylons, and similar views from the western area of Broomfield Hospital, and from scattered properties. The pylons would most often be seen on the skyline, visible above intervening trees, and hedgerows. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from the south and eastern edges of Little Waltham, Blasford and Broomfield, and along the River Chelmer. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from the south and eastern edges of Little Waltham, Blasford and Broomfield, and along the River Chelmer.

13.9.47 Beyond 1.5 km the Project would be intermittently perceptible on the skyline above the tree line, with views from scattered properties, the settlements of Broomfield and Blasford Hill, from the area close to the Broomfield Hospital site, from Little Channels Golf Course, and the local road network and PRoW. Intervening buildings, woodland and hedgerows would contribute to the screening or filtering of views for most visual receptors. Visual receptors in lower lying areas close to the River Chelmer, including Little Waltham Meadows Nature Reserve, are unlikely to have views of the Project. From areas of settlement to the east of the A131 and A1016, the Project is not likely to be perceptible due to distance and intervening layers of intervening vegetation and buildings which filter and screen views. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the south-east of the VRA. The magnitude

of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the south-east of the VRA.

Mitigation

13.9.48 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.49 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **moderate and significant (adverse)** within Little Waltham; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** from the south and eastern edges of Little Waltham, Blasford and Broomfield, and along the River Chelmer; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** from the south-east of the VRA.

Assessment Summary

13.9.50 Table A13.3.58 summarises the sensitivity and assessment judgements for F4 Little Waltham.

Table A13.3.58 Visual assessment summary for VRA F4 Little Waltham (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, particularly in the north-west near Chatham Hall Lane, the B1008 to the west edge of Little Waltham, along Chelmsford Road, near Red House and Ball's Farm, along Lark's Lane, and south of Broad's Green around Partridgegreen. Reducing to medium within areas of settlement at Little Waltham, where views are likely to be screened in places.	Medium, particularly to the south and west near more elevated areas, including the northern and western edges of Little Waltham, and at Blasford and Broomfield near Woodhouse Lane and the B1008. Reducing to low from within the lower-lying and/or more screened areas of settlement, including from the south and eastern edges of Little Waltham, Blasford and Broomfield. Low within lower lying areas along the River Chelmer and the Little Walthams Meadows Nature Reserve where construction activity is	Low, reducing to barely perceptible from the south-east of the VRA, particularly along the valley floor and within areas of settlement.

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			likely to be screened in views.	
	Significance	Major and significant (adverse), particularly in the north-west near Chatham Hall Lane, the B1008 to the west edge of Little Waltham, along Chelmsford Road, near Red House and Ball's Farm, along Lark's Lane, and south of Broad's Green around Partridgegreen. Reducing to moderate and significant (adverse) within areas of settlement at Little Waltham.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from within the lower-lying and/or more screened areas of settlement, including from the south and eastern edges of Little Waltham, Blasford and Broomfield. Minor and not significant (adverse) within lower lying areas along the River Chelmer and the Little Walthams Meadows Nature Reserve.	Minor and not significant (adverse), reducing to negligible and not significant from the south-east of the VRA, particularly along the valley floor and within areas of settlement.
Operation Year 1	**Magnitude**	High, particularly in the north-west near Chatham Hall Lane, the Bl008 to the west edge of Little Waltham, along Chelmsford Road, near Red House and Ball's Farm, along Lark's Lane, and south of Broad's Green around Partridgegreen. Reducing to medium within areas of settlement at Little Waltham, where views are likely to be screened in places.	Medium, particularly to the south and west near more elevated areas, including the northern and western edges of Little Waltham, and at Blasford and Broomfield near Woodhouse Lane and the B1008 where parts of the proposed overhead line would be visible in some views. Reducing to low from within the lower-lying and/or more screened areas of settlement, including from the south and eastern edges of Little Waltham, Blasford and Broomfield. Low within lower lying areas along the River Chelmer and the Little Walthams Meadows Nature	Low, reducing to barely perceptible from the south-east of the VRA, particularly along the valley floor and within areas of settlement.

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			Reserve where the proposed overhead line is more likely to be screened in views.	
	Significance	Major and significant (adverse), particularly in the north-west near Chatham Hall Lane, the Bl008 to the west edge of Little Waltham, along Chelmsford Road, near Red House and Ball's Farm, along Lark's Lane, and south of Broad's Green around Partridgegreen. Reducing to moderate and significant (adverse) within areas of settlement at Little Waltham.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from within the lower-lying and/or more screened areas of settlement, including from the south and eastern edges of Little Waltham, Blasford and Broomfield. Minor and not significant (adverse) within lower lying areas along the River Chelmer and the Little Walthams Meadows Nature Reserve.	Minor and not significant (adverse), reducing to negligible and not significant from the south-east of the VRA, particularly along the valley floor and within areas of settlement.
Operation Year 15	**Magnitude**	High, particularly in the north-west near Chatham Hall Lane, the Bl008 to the west edge of Little Waltham, along Chelmsford Road, near Red House and Ball's Farm, along Lark's Lane, and south of Broad's Green around Partridgegreen. Reducing to medium within areas of settlement at Little Waltham, where views are likely to be screened in places.	Medium, particularly to the south and west near more elevated areas, including the northern and western edges of Little Waltham, and at Blasford and Broomfield near Woodhouse Lane and the B1008 where parts of the overhead line would be visible in some views. Reducing to low from within the lower-lying and/or more screened areas of settlement, including from the south and eastern edges of Little Waltham, Blasford and Broomfield. Low within lower lying areas along the River Chelmer and	Low, reducing to barely perceptible from the south-east of the VRA, particularly along the valley floor and within areas of settlement.

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			the Little Walthams Meadows Nature Reserve where the overhead line is more likely to be screened in views.	
	Significance	Major and significant (adverse), particularly in the north-west near Chatham Hall Lane, the Bl008 to the west edge of Little Waltham, along Chelmsford Road, near Red House and Ball's Farm, along Lark's Lane, and south of Broad's Green around Partridgegreen. Reducing to moderate and significant (adverse) within areas of settlement at Little Waltham.	Moderate and significant (adverse), reducing to minor and not significant (adverse) from within the lower-lying and/or more screened areas of settlement, including from the south and eastern edges of Little Waltham, Blasford and Broomfield. Minor within lower lying areas along the River Chelmer and the Little Walthams Meadows Nature Reserve.	Minor and not significant (adverse), reducing to negligible and not significant from the south-east of the VRA, particularly along the valley floor and within areas of settlement.

VRA F5 Chignall Smealy (Section F)

Description and Visual Baseline

13.9.51 This VRA is located to the north-west of the Project, broadly between Boyton Cross and Broad's Green. The topography is gently undulating and crossed by minor watercourses including the Walthambury Brook in the north (a tributary of the River Chelmer) and the River Can and its tributaries in the south. There are small settlements at Chignall St James, Chignall Smealy and Broad's Green, and scattered properties throughout the VRA. There is a network of narrow winding lanes and the A1060 follows the southern edge of the area. NCN Route 50 crosses the VRA in the north and the Essex Way follows the course of the Walthambury Brook. The Saffron Trail crosses a small part of the VRA at Broad's Green. Farmland comprises irregular, medium to large scale arable fields marked by sinuous hedgerows and ditches. There are occasional blocks of woodland interspersed between fields, and riparian woodland along watercourses. There are a number of small reservoirs, which tend to be open in nature.

13.9.52 Overall, the landscape has a general sense of openness, with some areas of enclosure where woodland and roadside vegetation is present. There are open views across gently undulating arable farmland, especially from elevated areas where long distance views with a wooded backdrop are available.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Chignall St James, Chignall Smealy, Broad's Green, and scattered properties
- People using the network of local PRoW, NCN Route 50, Essex Way and Saffron Trail
- Horse riders using bridleways
- People travelling along the network of local lanes (including Protected Lanes such as Bury Lane) which cross the VRA.

Viewpoints

- Viewpoint 6.04 PRoW, Broad's Green (Great Waltham 85) (Figure 7.12.F160) (document reference 7.12)
- Viewpoint 6.12 Pleshey Castle (Figure 7.12.F168) (document reference 7.12) (north of the VRA)
- Viewpoint 6.20 PRoW, Chignall St James (Chignall 30) (Figure 7.12.F176) (document reference 7.12)
- Viewpoint 6.24 Chignall Smealy (Figure 7.12.F179) (document reference 7.12).

Sensitivity

13.9.53 In the VRA, residential receptors and recreational receptors using PRoW, NCN Route 50, Essex Way, Saffron Trail and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.9.54 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.55 Construction activity including vegetation removal and third-party works would be visible along the south-eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be a loss of roadside trees along Chignal Road due to the Project as well as vegetation loss due to undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). A construction laydown area north of the A1060 and Roxwell Brook would be visible from nearby PRoW. The undergrounding of several wood pole lines would be visible in close views including north of Partridge Green Farm and west of Chignal Road, along the PRoW. There

would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Chignal Road, Mashbury Road and the A1060 Roxwell Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the Can Valley and along the Walthambury Brook. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the Can Valley and valley of the Walthambury Brook.

Operation Year 1 (Without Mitigation)

13.9.56 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Fanner's Green and south of Chignall Smealy. More limited theoretical visibility is shown around Chignall St James.

13.9.57 The Project would be visible in close views (within 0.5 km) from the south-east of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views, including from parts of Chignall St James (as represented by Viewpoint 6.20 PRoW, Chignall St James (Chignall 30) (Figure 7.12.F176) (document reference 7.12) and Broad's Green (as represented by Viewpoint 6.04 PRoW, Broad's Green (Great Waltham 85) (Figure 7.12.F160) (document reference 7.12)). There would be some filtering of views by existing vegetation, including boundary vegetation on settlement fringes and within the Can Valley. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.9.58 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening woodland, trees and hedgerows. The Project would be more noticeable from the north of the VRA, where the landform is slightly more elevated, than the south where the river valley landform and vegetation would screen and filter views. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.9.59 There would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening vegetation screening and filtering views, particularly from the Can Valley in the south and along the valley of the Walthambury Brook. From Chignall Smealy the Project would be a small feature on the distant skyline (as represented by Viewpoint 6.24 Chignall Smealy (Figure 7.12.F179) (document reference 7.12)). Beyond 1.5 km the

scale of change would be small, reducing to barely perceptible from the Can Valley and valley of the Walthambury Brook. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the Can Valley and valley of the Walthambury Brook.

Mitigation

13.9.60 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.61 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** from the Can Valley and valley of the Walthambury Brook.

Assessment Summary

13.9.62 Table A13.3.59 summarises the sensitivity and assessment judgements for F5 Chignall Smealy.

Table A13.3.59 Visual assessment summary for VRA F5 Chignall Smealy (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low, reducing to barely perceptible from within the Can Valley and valley of the Walthambury Brook
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant within the Can Valley and valley of the Walthambury Brook
Operation Year 1	**Magnitude**	High	Medium	Low, reducing to barely perceptible from within the Can Valley and valley of the Walthambury Brook
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant within the Can Valley and valley of the Walthambury Brook
Operation Year 15	**Magnitude**	High	Medium	Low, reducing to barely perceptible from within the Can Valley and valley of the Walthambury Brook

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant within the Can Valley and valley of the Walthambury Brook

VRA F6 Chelmsford North-West (Section F)

Description and Visual Baseline

13.9.63 This VRA is located to the south-east of the Project and encompasses north-west Chelmsford and Broomfield. It is a gently undulating landscape which includes the River Chelmer in the east and tributaries of the River Can in the south. There are urban areas at Chelmsford and Broomfield, and a network of main arterial roads. Part of Broomfield is a conservation area. There is farmland to the north and west of Chelmsford and along the River Chelmer to the east. Rural areas are a combination of arable fields and pasture, with dense hedgerows and mature hedgerow trees. There are small areas of woodland along field boundaries, including along the Chelmer Valley.

13.9.64 Long distance views are available from elevated areas on the edge of Chelmsford, including parts of the Centenary Circle long distance path. These views encompass gently rolling farmland, mostly with a wooded backdrop. Within urban areas outward views are typically screened and filtered by buildings and garden and roadside vegetation. Views within the Chelmer Valley are contained by landform and vegetation including woodland, and the enclosing settlements.

Community, Recreation and Road Users Within the VRA

- People living and moving around the north-west Chelmsford and Broomfield, and smaller, scattered settlements
- People using the network of local PRoW, Saffron Trail and Centenary Circle
- People travelling along arterial roads and the network of local lanes which cross the VRA, including Mill Lane Protected Lane east of Broomfield.

Viewpoints

- Viewpoint 6.05 Centenary Circle, north-west of Chelmsford (Figure 7.12.F161) (document reference 7.12)
- Viewpoint 6.14 PRoW west of Broomfield (Broomfield 12) (Figure 7.12.F170) (document reference 7.12).

Sensitivity

13.9.65 In the VRA, residential receptors and recreational receptors using PRoW, the Centenary Circle, the Saffron Trail and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of views from

Broomfield Conservation Area, the Saffron Trail and the Centenary Circle, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.9.66 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.67 Construction activity including vegetation removal and third-party works would be visible along the north-western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the A1060 Roxwell Road. There would be some tree loss along roadsides including along Chignal Road as well as vegetation loss due to undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). A construction laydown area north of the A1060 and Roxwell Brook would be visible from nearby PRoW. The undergrounding of wood pole lines would be visible in close views west of Chignal Road, along the PRoW. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Chignal Road, Mashbury Road and the A1060 Roxwell Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within Chelmsford and Broomfield where buildings and vegetation would screen and filter views. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** in Chelmsford and Broomfield
- Beyond 1.5 km the scale of change would be barely perceptible, reducing to none in Chelmsford. The magnitude of effect would be negligible and not significant, reducing to none in Chelmsford. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** in Chelmsford.

Operation Year 1 (Without Mitigation)

13.9.68 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons on the north-western edge of Chelmsford. More limited theoretical visibility is shown along the River Chelmer valley.

13.9.69 The Project would be visible in close views (within 0.5 km) from the north-west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in relatively open views, including from parts of the Centenary Circle and Saffron Trail. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation

Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.9.70 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening woodland, trees and hedgerows, including from the north-western edge of Chelmsford and western edge of Broomfield (as represented by Viewpoint 6.14 PRoW west of Broomfield (Broomfield 12) (Figure 7.12.F170) (document reference 7.12)). There would be views from parts of the Centenary Circle (as represented by Viewpoint 6.05 Centenary Circle, north-west of Chelmsford (Figure 7.12.F161) (document reference 7.12). From further within the settlements of Broomfield and Chelmsford, views towards the Project would be largely screened by intervening buildings. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible in Chelmsford and Broomfield. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** in Chelmsford and Broomfield.

13.9.71 Beyond 1.5 km perceptibility of the Project would reduce, due to intervening buildings within Chelmsford and the valley landform of the River Chelmer in the east. Where glimpsed distant views of the Project are available, from more open areas in the north-east of the VRA, the proposed overhead line would form a small element in views. Beyond 1.5 km the scale of change would be barely perceptible, reducing to none in Chelmsford. The magnitude of effect would be negligible and not significant, reducing to none in Chelmsford. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** in Chelmsford.

Mitigation

13.9.72 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.73 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** in Chelmsford and Broomfield; and **negligible and not significant** beyond 1.5 km, reducing to **no effect (not significant)** in Chelmsford.

Assessment Summary

13.9.74 Table A13.3.60 summarises the sensitivity and assessment judgements for F6 Chelmsford North-West.

Table A13.3.60 Visual assessment summary for VRA F6 Chelmsford North-West (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible within Chelmsford and Broomfield	Barely perceptible, reducing to none within Chelmsford and Broomfield

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Chelmsford and Broomfield	Negligible and not significant, reducing to no effect (not significant) within Chelmsford and Broomfield
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible within Chelmsford and Broomfield	Barely perceptible, reducing to none within Chelmsford and Broomfield
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Chelmsford and Broomfield	Negligible and not significant, reducing to no effect (not significant) within Chelmsford and Broomfield
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible within Chelmsford and Broomfield	Barely perceptible, reducing to none within Chelmsford and Broomfield
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Chelmsford and Broomfield	Negligible and not significant, reducing to no effect (not significant) within Chelmsford and Broomfield

VRA F7 Roxwell (Section F)

Description and Visual Baseline

13.9.75 This VRA is located to the west of the Project, between the A1060 in the north and A414 in the south. The topography is gently undulating, rising from the north, along the valleys of the Newland Brook and Roxwell Brook, to the south. The largest settlement is Roxwell in the north, and there are hamlets at Newney Green and Cooksmill Green, as well as scattered properties. A network of narrow lanes crosses the VRA. NCN Route 1 crosses the VRA from east to west along minor roads. Part of Roxwell is designated as a conservation area. Farmland comprises medium to large scale arable fields, marked by hedgerows and ditches. There are small areas of woodland interspersed with fields, bringing texture and variety to the landscape. The Roxwell Brook runs through the north and west of the area and the wooded valley of the Newland Brook is in the north.

13.9.76 Overall, the landscape has a general sense of openness, and some enclosure in places. Long distance views of gently undulating farmland and woodland are available from areas of higher elevation, including in the south of the VRA around

Cooksmill Green. Views are more contained in the north along the wooded valley of the Newland Brook and along the Roxwell Brook.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Boyton Cross, Roxwell, Newney Green, Cooksmill Green and smaller, scattered settlements
- People using the network of local PRoW and NCN Route 1
- People travelling along the A1060, A414 and the network of local lanes which cross the VRA, including Protected Lanes including Radley Green Road and Newney Green Road.

Viewpoints

- Viewpoint 6.06 Galleons Hill, Roxwell (Figure 7.12.F162) (document reference 7.12)
- Viewpoint 6.08 Cooksmill Green (Figure 7.12.F164) (document reference 7.12)
- Viewpoint 6.22 PRoW near Skreens Park (Roxwell 20) (Figure 7.12.F177) (document reference 7.12) (outside the VRA).

Sensitivity

13.9.77 In the VRA, residential receptors and recreational receptors using PRoW, Protected Lanes and NCN Route 1, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from Roxwell Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.9.78 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.79 Construction activity including vegetation removal and third-party works would be visible along the eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and PAR including the A1060 Roxwell Road and the A414 Ongar Road. The undergrounding of several wood pole lines would be visible in close views along Victoria Road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A1060 Roxwell Road, Victoria Road, and the A414 Ongar Road. There would be some tree and hedgerow loss along field boundaries due to the Project and undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**

- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible to none within the valleys of the Roxwell Brook and its tributary the Ewson's Brook. The magnitude of effect would be low, reducing to barely perceptible to none. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** to **no effect (not significant)** within the valleys of the Roxwell Brook and Ewson's Brook.

Operation Year 1 (Without Mitigation)

13.9.80 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons between Roxwell and Cooksmill Green. No theoretical visibility is indicated along the Roxwell Brook valley.

13.9.81 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views, with little filtering, including from PRoW. As the Project crosses over Victoria Road and NCN Route 1 to the east of Newney Hall, the Project would be prominent in views. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.9.82 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening woodland, trees and hedgerows (as represented by Viewpoint 6.06 Galleons Hill, Roxwell (Figure 7.12.F162) (document reference 7.12)). Views from the A1060 and A414 would be filtered by roadside vegetation. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.9.83 There would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening vegetation screening and filtering views (as represented by Viewpoint 6.22 PRoW near Skreens Park (Roxwell 20) (Figure 7.12.F177) (document reference 7.12) and Viewpoint 6.08 Cooksmill Green (Figure 7.12.F164) (document reference 7.12)). Visibility would be further reduced within the valley of Roxwell Brook and Ewson's Brook due to landform and vegetation. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible to none within the valleys of the Roxwell Brook and Ewson's Brook. The magnitude of effect would be low, reducing to barely perceptible to none. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** to **no effect (not significant)** within the valleys of the Roxwell Brook and Ewson's Brook.

Mitigation

13.9.84 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.85 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** to **no effect (not significant)** within the valleys of the Roxwell Brook and Ewson's Brook.

Assessment Summary

13.9.86 Table A13.3.61 summarises the sensitivity and assessment judgements for F7 Roxwell.

Table A13.3.61 Visual assessment summary for VRA F7 Roxwell (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low, reducing to barely perceptible to none from the valleys of Roxwell Brook and Ewson's Brook
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant to no effect (not significant) from the valleys of Roxwell Brook and Ewson's Brook
Operation Year 1	**Magnitude**	High	Medium	Low, reducing to barely perceptible to none from the valleys of Roxwell Brook and Ewson's Brook
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant to no effect (not significant) from the valleys of Roxwell Brook and Ewson's Brook
Operation Year 15	**Magnitude**	High	Medium	Low, reducing to barely perceptible to none from the valleys of Roxwell Brook and Ewson's Brook
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse), reducing to negligible and not significant to no effect (not significant) from the valleys of Roxwell Brook and Ewson's Brook

VRA F8 Writtle and Chelmsford West (Section F)

Description and Visual Baseline

13.9.87 This VRA is located to the east of the Project. It is centred on Writtle, broadly between the A1060 in the north and A414 in the south. The VRA is lower lying in the north along the Can Valley, and in the east along the Wid Valley. The landform rises gently to the west towards Great Oxney Green. The urban edge of Chelmsford is to the east of the River Wid, and the settlement of Writtle lies to the west. Part of Writtle is a conservation area. Main arterial roads run along the northern and southern boundaries, connecting local lanes within the area. NCN Route 1 runs broadly east to west through the area, north of Writtle and along the Can Valley. The Centenary Circle runs north to south, meeting the Saffron Trail at the confluence of the Rivers Can and Wid. There is farmland along the river valleys, comprising arable fields and pasture, bounded by hedgerows with mature hedgerow trees. There are small areas of woodland including riparian vegetation along the River Wid and River Can.

13.9.88 The VRA is mostly low-lying, and outward views are typically filtered and screened by buildings and / or vegetation including along rivers and transport corridors. There are occasional longer views from open areas, across rolling farmland with a wooded backdrop. Within settlements outward views are typically screened and filtered by buildings and garden and roadside vegetation.

Community, Recreation and Road Users Within the VRA

- People living and moving around the western edge of Chelmsford, Writtle, Great Oxney Green and smaller, scattered settlements
- People using the network of local PRoW, NCN Route 1, Centenary Circle and Saffron Trail
- Horse riders using bridleways
- People travelling along the A1060, A414 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 6.19 Victoria Road, west of Writtle (Figure 7.12.F175) (document reference 7.12)
- Viewpoint 6.23 NCN Route 1 / PRoW near Writtle College (Writtle 19) (Figure 7.12.F178) (document reference 7.12).

Sensitivity

13.9.89 In the VRA, residential receptors and recreational receptors using PRoW, the Centenary Circle, the Saffron Trail and NCN Route 1 are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from Writtle Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.9.90 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.91 Construction activity including vegetation removal and third-party works would be visible along the western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and the A414, A1016 and A1060 which would be PAR. The undergrounding of several wood pole lines would be visible in close views along Victoria Road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A1060 Roxwell Road, Victoria Road, and the A414 Ongar Road. There would be some tree and hedgerow loss along field boundaries due to the Project and undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within Writtle where buildings and vegetation would filter and screen views towards construction activity. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)** reducing to **negligible and not significant** within Writtle
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible to none from further within Writtle, Chelmsford and Widford. The magnitude of effect would be low, reducing to barely perceptible to none. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** to **no effect (not significant)** in Writtle, Chelmsford and Widford.

Operation Year 1 (Without Mitigation)

13.9.92 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons at Writtle College and to the north of Great Oxney Green. More limited theoretical visibility is indicated south, east and north of Writtle.

13.9.93 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views with some filtering and screening from existing vegetation and farm buildings / college buildings along Cow Watering Lane. The Project would be introduced into views otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.9.94 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, above intervening woodland, trees and

hedgerows (as represented by Viewpoint 6.19 Victoria Road, west of Writtle (Figure 7.12.F175) (document reference 7.12) and Viewpoint 6.23 NCN Route 1 / PRoW near Writtle College (Writtle 19) (Figure 7.12.F178) (document reference 7.12)), including from the dense network of PRoW to the north of Writtle and NCN Route 1. Views from within the settlement of Writtle would be largely screened by buildings, although there would be views towards the Project from properties along its western edge. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within Writtle. The magnitude of effect would be medium, reducing to barely perceptible within Writtle. The effect would be **moderate and significant (adverse)** reducing to **negligible and not significant** within Writtle.

13.9.95 There would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening vegetation screening and filtering views. From the Wid Valley and Can Valley there would be reduced visibility due to the valley landform, including from the Centenary Circle and Saffron Trail. In the east of Writtle, including from the conservation area, views towards the Project would be screened by buildings. There would be some longer views west from the western edge of Chelmsford including PRoW, although the Project would form a small element in distant views. Buildings further within Chelmsford and Widford would screen views towards the Project in these locations. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible to none from further within Writtle, Chelmsford and Widford. The magnitude of effect would be low, reducing to barely perceptible to none. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** to **no effect (not significant)** in Writtle, Chelmsford and Widford.

Mitigation

13.9.96 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.97 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** within Writtle; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** to **no effect (not significant)** in Writtle, Chelmsford and Widford.

Assessment Summary

13.9.98 Table A13.3.62 summarises the sensitivity and assessment judgements for F8 Writtle and Chelmsford West.

Table A13.3.62 Visual assessment summary for VRA F8 Writtle and Chelmsford West (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible within Writtle	Low, reducing to barely perceptible to none from Writtle, Chelmsford and Widford

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Writtle	Minor and not significant (adverse), reducing to negligible and not significant to no effect (not significant) from Writtle, Chelmsford and Widford
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible within Writtle	Low, reducing to barely perceptible to none from Writtle, Chelmsford and Widford
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Writtle	Minor and not significant (adverse), reducing to negligible and not significant to no effect (not significant) from Writtle, Chelmsford and Widford
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible within Writtle	Low, reducing to barely perceptible to none from Writtle, Chelmsford and Widford
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Writtle	Minor and not significant (adverse), reducing to negligible and not significant to no effect (not significant) from Writtle, Chelmsford and Widford

VRA F9 Edney Common (Section F)

Description and Visual Baseline

13.9.99 This VRA is located to the west of the Project, south-west of Chelmsford. It lies broadly between the A414 in the north and Ivy Barn Lane in the south. The landscape is gently undulating in the north and drops in the south towards the steep-sided wooded valley of a tributary of the River Wid. There are linear settlements at Highwood and Edney Common. Elsewhere there are hamlets and scattered properties along narrow lanes, including at Nathan's Lane and along Ingatestone Road. The area is well-wooded, particularly in the south along the tributary of the River Wid where there are large areas of woodland including Writtlepark Woods.

13.9.100 Views are largely enclosed due to the large areas of woodland, including ancient woodland and riparian vegetation along the tributary valley in the south, roadside vegetation, hedgerows and trees. Long views are available over open farmland and from higher ground such as at Writtle Park.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Highwood, Edney Common and smaller, scattered settlements
- People using the network of local PRoW
- Horse riders using bridleways
- People travelling along the A414 and the network of local lanes which cross the VRA, including Protected Lanes (Nathan's Lane, Ingatestone Road and Ivy Barn's Lane).

Viewpoints

- Viewpoint 6.09 The Causeway, Edney Common (Figure 7.12.F165) (document reference 7.12).

Sensitivity

13.9.101 In the VRA, residential receptors and recreational receptors using PRoW and Protected Lanes are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.9.102 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.103 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be some tree and hedgerow loss along field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of a construction laydown area south of the A414 from the road and nearby PRoW. There would be close views of construction laydown areas north of Handley Green, from Ivy Barn Lane and nearby properties. The undergrounding of multiple wood pole lines would be visible in close views north of Coptfoldhall Farm. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the Causeway south of the A414, Nathans Lane and Ivy Barn Lane. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium from near Bakers Wood, Copford Hall and along Nathan's Lane. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** near Bakers Wood, Copford Hall and along Nathan's Lane

- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to reducing to small from the wooded valley which runs from Coptfold Hall to Ellis Wood and south of Nathan's Lane at Little Edney Wood. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** between Coptfold Hall and Ellis Wood and south of Nathan's Lane
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the south-west of the VRA, along the wooded valley floor and at settlement along Ingatestone Road. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.9.104 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Highwood. More limited theoretical visibility is indicated along the River Wid tributary valley.

13.9.105 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views from the north of the VRA, particularly along The Causeway. Woodland at Bakers Wood and around Coptfold Hall would screen and filter views towards the Project in the south, as would the tree cover surrounding properties along Nathan's Lane. The Project would be introduced into a landscape otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium from near Bakers Wood, Coptfold Hall and along Nathan's Lane. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** near Bakers Wood, Coptfold Hall and along Nathan's Lane.

13.9.106 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, including from the east of Edney Common (as represented by Viewpoint 6.09 The Causeway, Edney Common (Figure 7.12.F165) (document reference 7.12)). Views towards the Project would be heavily filtered and screened from the wooded valley in the south of the area and near Little Edney Wood, where the overhead line would be barely perceptible in views. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to reducing to small from the wooded valley which runs from Coptfold Hall to Ellis Wood and south of Nathan's Lane at Little Edney Wood. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** between Coptfold Hall and Ellis Wood and south of Nathan's Lane.

13.9.107 There would be a reduction in visibility from beyond around 1.5 km from the Project as perceptibility is likely to reduce with distance and with intervening valley landform, trees and woodland screening views, particularly from High Woods and settlement along Ingatestone Road. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from the south-west of the VRA, along the wooded valley floor and at settlement along Ingatestone Road. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not**

significant (adverse), reducing to **negligible and not significant** in the south-west of the VRA.

Mitigation

13.9.108 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.109 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **moderate and significant (adverse)** near Bakers Wood, Coptfold Hall and along Nathan's Lane; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** between Coptfold Hall and Ellis Wood and south of Nathan's Lane; and **minor and not significant (adverse)**, reducing to **negligible and not significant** in the south-west of the VRA.

Assessment Summary

13.9.110 Table A13.3.63 summarises the sensitivity and assessment judgements for F9 Edney Common.

Table A13.3.63 Visual assessment summary for VRA F9 Edney Common (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, reducing to medium from near Bakers Wood, Copford Hall and along Nathan's Lane	Medium, reducing to low in the south of the VRA and south of Nathan's Lane at Little Edney Wood	Low, reducing to barely perceptible from the south-west of the VRA, along the wooded valley floor and at settlement west of Ellis Wood
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from near Bakers Wood, Copford Hall and along Nathan's Lane	Moderate and significant (adverse), reducing to minor and not significant (adverse) in the south of the VRA and south of Nathan's Lane at Little Edney Wood	Minor and not significant (adverse), reducing to negligible and not significant from the south-west of the VRA, along the wooded valley floor and at settlement west of Ellis Wood
Operation Year 1	**Magnitude**	High, reducing to medium from near Bakers Wood, Copford Hall and along Nathan's Lane	Medium, reducing to low in the south of the VRA and south of Nathan's Lane at Little Edney Wood	Low, reducing to barely perceptible from the south-west of the VRA, along the wooded valley floor and at

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
				settlement west of Ellis Wood
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from near Bakers Wood, Copford Hall and along Nathan's Lane	Moderate and significant (adverse), reducing to minor and not significant (adverse) in the south of the VRA and south of Nathan's Lane at Little Edney Wood	Minor and not significant (adverse), reducing to negligible and not significant from the south-west of the VRA, along the wooded valley floor and at settlement west of Ellis Wood
Operation Year 15	**Magnitude**	High, reducing to medium from near Bakers Wood, Copford Hall and along Nathan's Lane	Medium, reducing to low in the south of the VRA and south of Nathan's Lane at Little Edney Wood	Low, reducing to barely perceptible from the south-west of the VRA, along the wooded valley floor and at settlement west of Ellis Wood
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) from near Bakers Wood, Copford Hall and along Nathan's Lane	Moderate and significant (adverse), reducing to minor and not significant (adverse) in the south of the VRA and south of Nathan's Lane at Little Edney Wood	Minor and not significant (adverse), reducing to negligible and not significant from the south-west of the VRA, along the wooded valley floor and at settlement west of Ellis Wood

VRA F10 Hylands Park (Section F)

Description and Visual Baseline

13.9.111 This VRA is located to the east of the Project, south of Writtle and Chelmsford. It lies broadly between the A414 in the north and A12 in the south. The VRA is a gently undulating landscape, falling to the east towards the River Wid, and then rising again to the edge of Chelmsford and Galleywood. Main roads cross the northern and southern boundaries and the A414 runs through the east and centre of the VRA, parallel to the Brentwood to Manningtree railway line. Parkland associated with Hylands Park RPG and golf courses occupy much of the VRA. The Centenary Circle long distance route passes through Hylands Park before crossing the Wid Valley. There is farmland in the east and west, and along the River Wid. Farmland is a combination of arable and pasture, with intact hedgerows, mature hedgerow trees and areas of woodland.

13.9.112 There is a combination of open and enclosed views in this area. There is a sense of enclosure along transport corridors, where roadside vegetation filters views. Views are more contained within the Wid Valley, where fields are smaller in scale and there

are woodlands, hedgerows and trees. From some areas, including parts of Hylands Park and the west-facing valley sides above the River Wid, some longer views west are available.

Community, Recreation and Road Users Within the VRA

- People living and moving around Little Oxney Green and smaller, scattered settlement
- People using the network of local PRoW, Centenary Circle and visiting Hylands Park
- People travelling along the A414, A12 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 6.15 A414, Widford, near Hylands Park (Figure 7.12.F171) (document reference 7.12)
- Viewpoint 6.26 Hylands Park, near Hylands House (Figure 7.12.F181) (document reference 7.12)
- Viewpoint 6.07 A414 south of Writtle (Figure 7.12.F163) (document reference 7.12)
- Viewpoint 6.27 Writtle Road, north of Margaretting (Figure 7.12.F182) (document reference 7.12).

Sensitivity

13.9.113 In the VRA, residential receptors and recreational receptors using PRoW, the Centenary Circle and visiting Hylands Park, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views within Hylands Park RPG are of national / regional value. Outside of Hylands Park views are of local / community value.

13.9.114 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.115 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and the A414 which would be a PAR, and at a material storage area north of Handley Green (in the neighbouring VRA). There would be some tree loss along Nathans Lane due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The undergrounding of multiple wood pole lines would be visible in close views from Southwood Farm on Margaretting Road, and Coptfoldhall Farm. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the Causeway south of the A414, Nathans Lane, and Ivy Barn Lane.

Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within Hylands Park due to woodland filtering and screening views. The magnitude of effect would be medium, reducing to barely perceptible within Hylands Park. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from Hylands Park
- Beyond 1.5 km the scale of change would be small, reducing to none from the Wid Valley. The magnitude of effect would be low, reducing to none along the Wid Valley, east of the A414. The effect would be **minor and not significant (adverse)**, reducing to **no effect (not significant)** from the Wid Valley.

Operation Year 1 (Without Mitigation)

13.9.116 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons on slopes above the Wid Valley in the east of the VRA near Lodge Farm. More limited theoretical visibility is indicated within Hylands Park and along the River Wid valley.

13.9.117 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views. Woodland, such as King Wood, hedgerows and trees would filter and screen views in places including along parts of Writtle Road. The Project would be visible in a landscape otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.9.118 In close to medium distance views (0.5 km to 1.5 km) the Project would most often be seen on the skyline. The proposed overhead line would be filtered and screened by vegetation in places, including from the Centenary Circle, where views are enclosed by woodland along the edge of Hylands Park. As the parkland within Hylands Park is well wooded, it is unlikely that the Project would be perceptible across much of the RPG (as represented by Viewpoint 6.26 Hylands Park, near Hylands House (Figure 7.12.F181) (document reference 7.12)). Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible within Hylands Park. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from Hylands Park.

13.9.119 Beyond 1.5 km there would be some long views towards the Project from rising landform, including the edge of Widford and in the north-east of Hylands Park. The Project would be visible on the skyline in the distance and the overhead line would form a small element in views (as represented by Viewpoint 6.15 A414, Widford, near Hylands Park (Figure 7.12.F171) (document reference 7.12)). From beyond 2 km, east of the A414 and railway line, the landform rises from the Wid Valley which would allow for long distance views towards the tops of pylons on the horizon, which would form a small element in views, including from the Centenary Circle. From within the

Wid Valley, views towards the Project would be screened by landform. Beyond 1.5 km the scale of change would be small, reducing to none along the Wid Valley east of the A414. The magnitude of effect would be low, reducing to none from the Wid Valley. The effect would be **minor and not significant (adverse)**, reducing to **no effect (not significant)** from the Wid Valley.

Mitigation

13.9.120 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.121 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** from Hylands Park; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **no effect (not significant)** from the Wid Valley.

Assessment Summary

13.9.122 Table A13.3.64 summarises the sensitivity and assessment judgements for F10 Hylands Park.

Table A13.3.64 Visual assessment summary for VRA F10 Hylands Park (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible within Hylands Park	Low, reducing to none from the Wid Valley
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Hylands Park	Minor and not significant (adverse), reducing to no effect (not significant) from the Wid Valley
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible within Hylands Park	Low, reducing to no effect (not significant) from the Wid Valley
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Hylands Park	Minor and not significant (adverse), reducing to no effect (not significant) from the Wid Valley
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible within Hylands Park	Low, reducing to no effect (not significant) from the Wid Valley
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Hylands Park	Minor and not significant (adverse), reducing to no effect (not significant) from the Wid Valley

VRA F11 Margaretting and Stock (Section F)

Description and Visual Baseline

13.9.123 This VRA is located to the east of the Project, broadly between the northern edge of Margaretting, defined by the A12 and northern edge of Billericay. The landscape is gently undulating, rising to a higher plateau at Stock in the east of the VRA. The River Wid runs through the landscape south and east of Margaretting and has a flat and wide valley floor with gently valley slopes. There are tributaries of the River Wid south of Margaretting and east of Margaretting Tye.

13.9.124 Settlement is concentrated at Margaretting and Stock. Elsewhere there are hamlets and scattered properties. The A12 crosses to the north and west of Margaretting, and the Brentwood to Manningtree railway line passes to the south and east. A number of PRoW cross the landscape, including St Peter's Way and NCN Route 13. Swan Wood on the north-western edge of Stock is an area of open access land.

13.9.125 Numerous small areas of woodland and frequent hedgerow trees provide a semi-enclosed character. As a result, views are often quite contained. From some areas long views are possible over more open farmland and from high ground. Views are enclosed from Margaretting due to buildings and vegetation including trees along the A12. Views from Stock are contained by buildings and woodland which surrounds the settlement.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Margaretting and Stock, and smaller, scattered settlements
- People using the network of local PRoW, St Peters Way, NCN Route 13 and open access land
- People travelling along the and the network of local lane which cross the VRA, including Protected Lane (Swan Lane).

Viewpoints

- Viewpoint 6.11 St Peter's Way, south of Margaretting Tye (Figure 7.12.F167) (document reference 7.12)
- Viewpoint 7.10 B1007 Stock Road, south of Stock (Figure 7.12.F192) (document reference 7.12)
- Viewpoint 7.12 Ingatestone Road near White Tyrells (Figure 7.12.F194) (document reference 7.12).

Sensitivity

13.9.126 In the VRA, residential receptors and recreational receptors using PRoW, including St Peters Way, NCN Route 13, open access land and a Protected Lane, are of high susceptibility to linear energy infrastructure. Road users on major roads are of low susceptibility (noting that road users on local roads will be more susceptible). With the exception of localised views from within Stock and Margaretting Conservation Areas, St Peters Way and NCN Route 13, where the value of views is higher, views

from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.9.127 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.9.128 Construction activity including vegetation removal and third-party works would be visible along the western boundary of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and along the A12 and B1002 which would be PAR. There would be some tree loss along High Street due to the Project as well as vegetation loss due to the undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of construction laydown areas north of Handley Green (in the adjacent VRA) from Ivy Barns Lane. There would be close views of a construction laydown area east of the B1002 / A12 from nearby roads and PRoW. The undergrounding of multiple wood pole lines would be visible in close views including views from Tyrrells cottages white and other properties along Ingatestone Road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Ivy Barn Lane, a PRoW and a minor road between Marshalls Farm and Ivy Barns Lane, the A12 Ingatestone bypass, the Great Eastern Main Line and Ingatestone Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large. The magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from Margaretting. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from Margaretting
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Stock and the Wid Valley. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from Stock and the Wid Valley.

Operation Year 1 (Without Mitigation)

13.9.129 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons in a small area west of Stock. More limited theoretical visibility is indicated between Stock and Billericay.

13.9.130 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The proposed overhead line is likely to be seen on the skyline and would be prominent in views, including from St Peters Way, but would be screened and filtered in placed by intervening vegetation, such as woodland at Rook Wood and by woodland along the A12. The Project would be introduced into a landscape otherwise absent of overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the

vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to barely perceptible along the A12. The magnitude of effect would be high, reducing to barely perceptible. The effect would be **major and significant (adverse)**, reducing to **negligible and not significant** along the A12.

13.9.131 In close to medium distance views (between 0.5 km and 1.5 km) the Project would appear on gradually rising ground in the west, appearing above wooded skylines and occasionally backclothed by the wooded horizon. Views from this distance would be screened and filtered in places by woodland, particularly west of Fristing Hall. There would be very limited visibility of the proposed overhead line from Margaretting, including its conservation area, due to the dense woodland cover in this area, and vegetation along the A12. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from Margaretting. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from Margaretting.

13.9.132 There would be a reduction in visibility from beyond around 1.5 km from the Project as perceptibility is likely to reduce with distance and with the intervening valley landform along the River Wid and its tributary. Trees and woodland would filter and screen views, including from NCN Route 13 and particularly within Stock and Crondon Park. Woodland at Swan Wood and within Crondon Park Golf Club would screen views from Stock. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from Stock and the Wid Valley. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from Stock and the Wid Valley.

Mitigation

13.9.133 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.9.134 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **negligible and not significant** along the A12; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** from Margaretting; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** from Stock and the Wid Valley.

Assessment Summary

13.9.135 Table A13.3.65 summarises the sensitivity and assessment judgements for F11 Margaretting and Stock.

Table A13.3.65 Visual assessment summary for VRA F11 Margaretting and Stock (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely	Low, reducing to barely perceptible

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			perceptible from Margaretting	from Stock and the Wid Valley
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant from Margaretting	Minor and not significant (adverse) reducing to negligible and not significant from Stock and the Wid Valley
Operation Year 1	**Magnitude**	High, reducing to barely perceptible along the A12	Medium, reducing to barely perceptible from Margaretting	Low, reducing to barely perceptible from Stock and the Wid Valley
	Significance	Major and significant (adverse), reducing to negligible and not significant along the A12	Moderate and significant (adverse), reducing to negligible and not significant from Margaretting	Minor and not significant (adverse) reducing to negligible and not significant from Stock and the Wid Valley
Operation Year 15	**Magnitude**	High, reducing to barely perceptible along the A12	Medium, reducing to barely perceptible from Margaretting	Low, reducing to barely perceptible from Stock and the Wid Valley
	Significance	Major and significant (adverse), reducing to negligible and not significant along the A12	Moderate and significant (adverse), reducing to negligible and not significant from Margaretting	Minor and not significant (adverse) reducing to negligible and not significant from Stock and the Wid Valley

13.10 Assessment of Effects on VRAs – Section G

VRA G1 Ingatestone and Fryerning (Section G)

Description and Visual Baseline

13.10.1 This VRA is located to the west of the Project, broadly between Mill Green in the north and Hutton at the north-eastern edge of Brentwood in the south. The landform is gently undulating throughout and more elevated in the north, around Mill Green and Fryerning. The River Wid runs through the east and south of the VRA, and its tributaries cross the landscape north of Fryerning and south of Ingatestone. There are larger settlements at Ingatestone and Mountnessing, which are contained by the A12, B1002 and Greater Anglia railway, which all run south-west to north-east. There are conservation areas in Ingatestone and Fryerning. A number of PRoW cross the

VRA including promoted route St Peter's Way. Land at Handley Green is Open Access Land. There is a patchwork of fields, mostly bounded by mature hedgerows. There is a large area of woodland at Stoneymore Wood in the north, and numerous small areas of woodland throughout the VRA, including Well Wood, Kitchen Wood and Lodge Wood.

13.10.2 There is a combination of open and enclosed views in this VRA. The elevated landform provides opportunities for some long views including across the valley of the River Wid and its tributaries. Elsewhere, woodland, field boundary hedgerows and roadside vegetation combine to filter and screen views. Buildings within settlements partially screen outward views.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Mill Green, Ingatestone, Fryerning, Heybridge, Mountnessing and smaller, scattered settlements
- People using the network of local PRoW, St Peter's Way, and open access land
- Horse riders using bridleways
- People travelling along the A12, B1002 and the network of local lanes which cross the VRA including designated Protected Lanes Little Hyde Lane and Ivy Barns Lane.

Viewpoints

- Viewpoint 6.10 St Peter's Way, east of Millgreen Common (Figure 7.12.F166) (document reference 7.12)
- Viewpoint 7.01 Ingatestone Road, Buttsbury (Figure 7.12.F183) (document reference 7.12)
- Viewpoint 7.02 Old Church Lane, Mountnessing Hall (Figure 7.12.F184) (document reference 7.12)
- Viewpoint 7.09 PRoW near Ingatestone Hall (Ingatestone and Fryerning 39) (Figure 7.12.F191) (document reference 7.12)
- Viewpoint 7.11 Church Road, east of Mountnessing (Figure 7.12.F193) (document reference 7.12).

Sensitivity

13.10.3 In the VRA, residential receptors and recreational receptors using PRoW and open access land are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within the Ingatestone and Fryerning Conservation Areas and St Peters Way, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.10.4 Considering the judgements of susceptibility value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.10.5 Construction activity including vegetation removal and third-party works would be visible along the eastern boundary of the VRA. There would be movement of vehicles and machinery along haul roads and at a construction laydown area and highways laydown area north of Handley Green, in the adjacent VRA. There would be some tree loss along field boundaries and roadsides including Old Church Lane due to the Project and undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be works to third-party infrastructure including undergrounding of existing 11 kV and 33 kV overhead lines. The undergrounding of multiple wood pole lines would be visible in close views including views from Tyrrells Cottages and other properties along Ingatestone Road, and Old Church Lane. It would also directly affect the Open Access Land at Handley Green. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Ivy Barn Lane, a PRoW and a minor road between Marshalls Farm and Ivy Barns Lane, the A12 Ingatestone bypass, the Great Eastern Main Line (Ingatestone side) and Ingatestone Road, Mountnessing Road, Old Church Lane and the Great Eastern Mainline (Billericay side). Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.10.6 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons east of Ingatestone, with more limited theoretical visibility to the west of the village.

13.10.7 Within 0.5 km of the Project there would be close views of the overhead line from the east of the VRA including from the local road and PRoW network (as represented by Viewpoint 7.01 Ingatestone Road, Buttsbury (Figure 7.12.F183) (document reference 7.12)). There would be close views from parts of the A12 and St Peter's Way including where these routes would pass beneath the proposed overhead line. There would be close views from some scattered properties along the local road network including Little Hyde Lane and Ivy Barns Lane (Protected Lanes), Mountnessing Lane and Ingatestone Road. The pylons would be prominent features in close views. The Project would be introduced into a landscape largely absent of existing overhead lines. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.10.8 Between 0.5 km and 1.5 km there would be close to medium distance views towards the proposed overhead line from the local road and PRoW network, as well as scattered properties along Old Church Lane, and the eastern edge of Ingatestone. On these more elevated slopes the pylons would typically be seen partially backclothed by woodland / field boundary vegetation and partially on the skyline, seen above the vegetation. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.10.9 Beyond 1.5 km the proposed overhead line would be perceptible in some medium to long distance views including from parts of St Peter's Way (as represented by Viewpoint 6.10 St Peter's Way, east of Millgreen Common (Figure 7.12.F166) (document reference 7.12)), Millgreen Common, scattered properties along Hall Lane, and parts of Fryerning and Ingatestone. On these elevated slopes the overhead line would typically be backclothed by layers of woodland and field boundary vegetation. The pylons would occasionally be seen on the skyline, above intervening vegetation. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.10.10 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.10.11 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.10.12 Table A13.3.66 summarises the sensitivity and assessment judgements for G1 Ingatestone and Fryerning.

Table A13.3.66 Visual assessment summary for VRA G1 Ingatestone and Fryerning (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
	Magnitude	High	Medium	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 15	**Significance**	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA G2 Billericay West (Section G)

Description and Visual Baseline

13.10.13 This VRA is located to the east of the Project, encompassing the north and west of Billericay and surrounding farmland and woodland. The landscape is part of an elevated and gently undulating plateau, rising to the east within the settlement. To the north and west the landform falls gently towards the valleys of the River Wid and its tributaries. In the south-west the landform rises to a plateau top where the settlement of Havering's Grove is located along the A129. Farmland comprises medium to large scale arable fields, some of which are bounded by mature hedgerows. Woodland is concentrated in the north-west of the VRA. Billericay lies in the east of the VRA, at its closest 0.5 km from the Project. The A129 and railway line run east-west through the area, and the B1007 runs north-south through Billericay. There is a conservation area in Billericay Town Centre. Stock Brook Manor Golf Club and Queen's Park Country Park are to the north of Billericay.

13.10.14 There are some open and elevated views to the west from the edge of Billericay and the PRoW network to the north and west of the settlement. Within the settlement itself outward views are partially screened by buildings, garden and roadside vegetation. Large areas of woodland and parkland north-west and west of the settlement provide a semi-enclosed character. Views are filtered by layers of hedgerows and frequent hedgerow trees.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Billericay, Havering's Grove and smaller, scattered settlements
- People using the network of local PRoW
- Horse riders using bridleways
- People travelling along the A129, B1007 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 7.04 Tye Common Road, Tye Common (Figure 7.12.F186) (document reference 7.12).

Sensitivity

13.10.15 In the VRA, residential receptors and recreational receptors using PRoW and Queen's Park Country Park are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views within the Billericay Town

Centre Conservation Area, where the value of views is higher, views from within the VRA are not associated with any designated landscapes, landmarks or promoted views. Therefore, views from within the VRA are of local / community value.

13.10.16 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.10.17 Construction activity including vegetation removal and third-party works would be visible along the western edge of the VRA. Construction activity would include the movement of vehicles and machinery visible along haul roads and along the A129 and A176, which are PAR. There would be some tree loss along field boundaries due to the Project and undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of works to temporarily divert and underground part of an existing 132 kV overhead line south of PUB48, near to TB208 and TB209. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection would be visible where the overhead line crosses Mountnessing Road, Old Church Lane and the Great Eastern Main Line (Billericay side), and Raleigh Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, with the exception of within Billericay and Queen's Park Country Park where it would be barely perceptible due to buildings and woodland, respectively. The magnitude of effect would be medium, reducing to barely perceptible within Billericay and Queen's Park. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within Billericay and Queen's Park
- Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.10.18 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons from the elevated western edge of Billericay. There is limited to no theoretical visibility indicated within Billericay.

13.10.19 Within 0.5 km of the Project there would be close views of the overhead line from the west of the VRA including the local road and PRoW network, as well as from properties in Havering's Grove. The Project would cross PRoWs 305_183, 305_12 and 272_96, local roads Mountnessing Lane, Old Church Lane, the A12 and Wickford to Shenfield railway line. The overhead line would be visible above existing vegetation and would be prominent in views. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change

would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.10.20 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be seen from the local road and PRoW network, as well as scattered properties and the western edge of Billericay at Gooseberry Green and Queen's Park. Layers of vegetation and buildings within Billericay would filter and screen views, although the tops of pylons would be visible above wooded skylines (as represented by Viewpoint 7.04 Tye Common Road, Tye Common (Figure 7.12.F186) (document reference 7.12)). Between 0.5 km and 1.5 km the scale of change would be medium, with the exception of within Billericay and Queen's Park Country Park where it would be barely perceptible due to buildings and woodland, respectively. The magnitude of effect would be medium, reducing to barely perceptible within Billericay and Queen's Park. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** within Billericay and Queen's Park.

13.10.21 Beyond 1.5 km the overhead line would be barely perceptible due to distance, layers of intervening vegetation and buildings in Billericay. Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Mitigation

13.10.22 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.10.23 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** within Billericay and Queen's Park; and **negligible and not significant** beyond 1.5 km.

Assessment Summary

13.10.24 Table A13.3.67 summarises the sensitivity and assessment judgements for G2 Billericay West.

Table A13.3.67 Visual assessment summary for VRA G2 Billericay West (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible in Billericay and Queen's Park	Barely perceptible
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant in Billericay and Queen's Park	Negligible and not significant

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible in Billericay and Queen's Park	Barely perceptible
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant in Billericay and Queen's Park	Negligible and not significant
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible in Billericay and Queen's Park	Barely perceptible
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant in Billericay and Queen's Park	Negligible and not significant

VRA G3 Brentwood East (Section G)

Description and Visual Baseline

13.10.25 This VRA is located to the west of the Project, encompassing the neighbourhood of Hutton and Hutton Mount in the east of Brentwood, and farmland to the east and south of the settlement. The landscape is part of an elevated and gently undulating plateau, falling towards the Wid Valley to the north. In areas of farmland there are large arable fields bounded by hedgerows, and areas of woodland including Hall Wood in the south. The west of the VRA is occupied by the residential areas of Hutton and Hutton Mount. The A129 runs east-west through the centre of the area. Hutton Country Park Nature Reserve is in the north, on the south side of the River Wid, and is intersected by the railway line. Hutton Village, centred around Hutton Hall on the eastern edge of the settlement is a conservation area and has a semi-rural character.

13.10.26 The elevation and open fields provide some long views to the east from the settlement edge, for example at Hutton Village. In some areas hedgerows with hedgerow trees and adjoining copses filter and screen views. Existing pylons can be seen in long views east from Church Lane. Within the settlement outward views are partially screened and filtered by buildings, garden and roadside vegetation.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Hutton and Hutton Mount, Brentwood, and scattered properties
- People using the network of local PRoW, and visitors to Hutton Country Park Nature Reserve
- Horse riders using bridleways

- People travelling along the A129 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 7.03 Church Lane, Hutton (Figure 7.12.F185) (document reference 7.12).

Sensitivity

13.10.27 In the VRA, residential receptors and recreational receptors using PRoW and visiting Hutton Country Park Nature Reserve are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from within Hutton Village Conservation Area, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.10.28 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.10.29 Construction activity including vegetation removal and third-party works would be visible along the eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be some tree and hedgerow loss along field boundaries due to the Project and third-party works as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a construction laydown area south of the A129 (west of Havering's Grove), from the road, nearby properties and PRoW. There would be close views of works to temporarily divert and underground part of an existing 132 kV overhead line between PUB40 and PUB48. Undergrounding of wood pole lines would be visible in close views from PRoW and properties north of Creasy's Farmhouse. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the Great Eastern Main Line (Billericay side) and Raleigh Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.10.30 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons in the east of the VRA between the edge of Brentwood and Havering's Grove. There is limited to no theoretical visibility indicated within Brentwood.

13.10.31 The Project would be visible in close views within the east of the VRA (within 0.5 km) from PRoW and local road networks. The Project would broadly follow the route of the existing 132 kV overhead line which would be undergrounded and therefore removed from views. The proposed pylons would be larger in scale than the existing 132 kV overhead line. The Project would pass over the A129 and would be visible in close views to people travelling between Hutton and Havering's Grove. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **moderate and significant (adverse)**.

13.10.32 In medium distance views (between 0.5 km and 1.5 km) from Hutton Village and the edge of Hutton the Project would be filtered and screened by existing vegetation and intervening residential development. From Hutton Country Park Nature Reserve views towards the Project would be largely filtered and screened by intervening vegetation and woodland at Cock Wood. The undergrounding of the existing overhead line would remove some of the visible pylons from views (as represented by Viewpoint 7.03 Church Lane, Hutton (Figure 7.12.F185) (document reference 7.12)). Between 0.5 km and 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

13.10.33 There would be a further reduction in visibility from beyond 1.5 km as perceptibility would reduce with distance. The landform, buildings in Brentwood and layers of intervening vegetation would filter and screen views. Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Mitigation

13.10.34 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.10.35 The effects of the Project would remain as in Operation Year 1: **moderate and significant (adverse)** within 0.5 km; **minor and not significant (adverse)** between 0.5 km and 1.5 km; and **negligible and not significant** beyond 1.5 km.

Assessment Summary

13.10.36 Table A13.3.68 summarises the sensitivity and assessment judgements for G3 Brentwood East.

Table A13.3.68 Visual assessment summary for VRA G3 Brentwood East (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Barely perceptible
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Negligible and not significant
Operation Year 1	**Magnitude**	Medium	Low	Barely perceptible
	Significance	Moderate and significant (adverse)	Minor and not significant (adverse)	Negligible and not significant
Operation Year 15	**Magnitude**	Medium	Low	Barely perceptible
	Significance	Moderate and significant (adverse)	Minor and not significant (adverse)	Negligible and not significant

VRA G4 Ingrave and Herongate (Section G)

Description and Visual Baseline

13.10.37 This VRA is located to the west of the Project, between Ingrave and West Horndon. The landscape is gently undulating, rising in the east towards Botney Hill Farm and to the west towards Ingrave, Herongate and Thorndon Park. In the south the landform transitions to lower-lying fenland around West Horndon. The A128 runs north - south through the VRA and has a large junction with the A127 which runs east-west. The Upminster to Shoeburyness railway line crosses in the south of the VRA. The settlements of Ingrave and Herongate are along the A128 and elsewhere there are scattered properties including in the east along Blind Lane. West Horndon in the south-west has a more suburban character. There are existing 132 kV overhead lines in the east and south of the VRA. A wind turbine is visible at Dunton Hills Farm. There are several golf courses including the South Essex Golf Centre and Dunton Hills Golf Club. Thorndon Country Park is in the west of the VRA with rolling, wooded hills. In the north the landscape is predominantly farmland, with a patchwork of fields and woodland. The Grade II* Thorndon Hall RPG lies in the west of the VRA.

13.10.38 The numerous small woodlands, frequent hedgerows, hedgerow trees and gently rolling landscape result in medium-distance views and a semi-enclosed character from the large network of PRoWs which are generally concentrated in the north and west of the area. There are some open and elevated views including views south from Thorndon Country Park and views south and east from Dunton Hills.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Ingrave, Herongate, East Horndon, West Horndon, and smaller, scattered properties
- People using the network of local PRoWs, visitors to Thorndon Country Park and open access land at Heron Court

- Horse riders using bridleways
- People travelling along the A127, the A128 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 7.06 Octagon Plantation, Thorndon Country Park (Figure 7.12.F188) (document reference 7.12)
- Viewpoint 7.07 PRoW east of Ingrave (Herongate and Ingrave 49) (Figure 7.12.F189) (document reference 7.12)
- Viewpoint 7.08 Dunton Hills Farm (Dunton Garden Village) (Figure 7.12.F190) (document reference 7.12).

Sensitivity

13.10.39 In the VRA, residential receptors and recreational users of Thorndon Country Park, PRoW and open access land are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). With the exception of localised views from Thorndon Hall RPG (also a Conservation Area) and Herongate Conservation Area, which are of higher value, views from within the VRA are generally not associated with designated landscapes, landmarks or promoted views and are of local / community value.

13.10.40 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.10.41 Construction activity including vegetation removal and third-party works would be visible along the eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery, including along haul roads. There would be some tree loss along field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be works to temporarily divert and underground parts of existing 132 kV overhead lines PUB and PSC. The undergrounding of wood pole lines would be visible in close views along part of PRoW between the A127 Southend Arterial Road and Church Road. There would be some taller elements, such as partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Sudburys Farm Road, Botney Hill Road, Dunton Road, the A127 Southend Arterial Road, and the London, Tilbury and Southend Line railway between West Horndon and Langdon Hills. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**

- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.10.42 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons around Dunton Hills Farm and west of West Horndon. Limited theoretical visibility is shown between Ingrave and Herongate.

13.10.43 The Project would be visible in close views (within 0.5 km) from the east of the VRA, from the local road network, PRoW and properties on Blind Lane. In some views, the Project would be seen in the context of existing 132 kV overhead lines, although the Project would appear larger in scale than existing pylons. In the north the last remaining pylon of the 132 kV overhead line (PUB40) would be replaced with a terminal pylon supporting a CSE platform. In the south part of an existing overhead line would be removed and undergrounded to accommodate the Project (between TB228 to TB232). Pylons would typically be seen on the skyline and would be framed by woodland in some views. Properties on Blind Lane are set back from the road, and intervening hedgerows and some tall mature trees would filter views towards the Project. Residents on Botney Hill Road would have close views of the Project. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.10.44 In close to medium distance views (between 0.5 km and 1.5 km) there would be views towards the overhead line from the local roads, the PRoW network and scattered properties along Billericay Road and Tilbury Road. The Project would typically be seen on the skyline, with some filtering by intervening woodland and shelterbelts. In the south, the plateau which rises to the east of the Project would partially backcloth views. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.10.45 Beyond 1.5 km the pylons would be perceptible on the skyline in some slightly elevated and medium to long distance views including from the A128, the settlements of Ingrave, Herongate and West Horndon, the South Essex Golf Centre and Thorndon Country Park (as represented by Viewpoint 7.06 Octagon Plantation, Thorndon Country Park (Figure 7.12.F188) (document reference 7.12) and Viewpoint 7.07 PRoW east of Ingrave (Herongate and Ingrave 49) (Figure 7.12.F189) (document reference 7.12)). Layers of intervening vegetation are likely to filter views, and the perceptibility of the Project would reduce with distance. The overhead line would typically be seen mostly backclothed by woodland and topography. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.10.46 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.10.47 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.10.48 Table A13.3.69 summarises the sensitivity and assessment judgements for G4 Ingrave and Herongate.

Table A13.3.69 Visual assessment summary for VRA G4 Ingrave and Herongate (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA G5 Little Burstead (Section G)

Description and Visual Baseline

13.10.49 This VRA is located to the east of the Project, between the southern edge of Billericay and northern edge of Basildon. The landform within the VRA is centred upon a low-lying ridge which extends from Tye Common to Little Burstead, and west towards Sudbury's Farm Road. There are lower-lying valleys with minor watercourses in the south (a tributary of the River Crouch) and west (a tributary of the River Wid). There are conservation areas in Little Burstead and Great Burstead. The area is predominantly farmland with small pockets of woodland. Settlement is concentrated at Tye Common, Little Burstead and along the A176 in the east and Tye Common Road in the north. Burstead Golf Club is located between the A176 and Tye Common Road.

13.10.50 Views are varied, with some long open views across gently undulating farmland from the ridgeline, particularly along Rectory Road and Sudbury's Farm Road where gaps in roadside vegetation and hedgerows allow, and from the PRoW network. Long distance views are available from the PRoW network in the south and often extend to Basildon in the neighbouring VRA to the south. Hedgerows with frequent hedgerow

trees filter views in smaller fields and contain some views from the local road network.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Tye Common, Little Burstead and smaller, scattered settlements
- People using the network of local PRoW, and open access land
- People travelling along the A176 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 7.05 PRoW south of Little Burstead (Little Burstead 57) (Figure 7.12.F187) (document reference 7.12).

Sensitivity

13.10.51 In the VRA, residential receptors and recreational receptors using PRoW and open access land are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value. The exception is from Little Burstead Conservation Area, where the value of views is higher.

13.10.52 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.10.53 Construction activity including vegetation removal and third-party works would be visible along the western edge of the VRA. Construction activity would include the movement of vehicles and machinery, including along haul roads and the A176 which would be a PAR. There would be some tree loss along field boundaries due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a satellite compound (TB-Sate2A) and construction laydown area at Dunton Wayletts from nearby properties, PRoW and Dunton Road. There would be works to temporarily divert and underground part of an existing 132 kV overhead line and a wood pole line between PUB43 and PUB44 in the north. The undergrounding of wood pole lines would be visible in close views from PRoW and properties north of Creasy's Farmhouse in the adjacent VRA (G3). There would be some taller elements including partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses Sudburys Farm Road, Botney Hill Road and Dunton Road. Construction Activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**

- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.10.54 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to up to 98 pylons in a small area around Sudburys Farm. Theoretical visibility of up to 52 pylons is indicated around Little Burstead and south of Tye Common. There is limited theoretical visibility along the River Crouch and reduced theoretical visibility in the east of the VRA, east of Little Burstead.

13.10.55 The Project would be visible in close views from the west of the VRA. Within 0.5 km of the Project there would be close views of the overhead line from the local road and PRoW network and from parts of the common land / open access land at Little Burstead Common. There would be close views from some scattered properties and from the small settlement of Dunton Wayletts. There are varying levels of existing vegetation along the local road network. Mature hedgerow trees along Dunton Road and Sudbury's Farm Road would provide some filtering and screening, while views from Billericay Road/Botney Hill Road would be more open. A short section of existing 132 kV overhead line would be removed to accommodate the Project, in the north-west of the VRA, near Havering's Grove. The Project would follow the route of the removed pylons, although would be larger in scale. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.10.56 Between 0.5 km and 1.5 km there would be close to medium distance views towards the overhead line from the local road and PRoW network, as well as scattered properties. The overhead line would be perceptible in some elevated and open views from Little Burstead. People living along Rectory Road, at Burstead Golf Club and travelling on the PRoW network (as represented by Viewpoint 7.05 PRoW south of Little Burstead (Little Burstead 57) (Figure 7.12.F187) (document reference 7.12)) would have elevated and open views towards the Project, with pylons seen on the skyline and occupying a wide extent of the view. The Project would be seen in the context of existing overhead lines, although would be closer to the VRA and larger in scale. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.10.57 Beyond 1.5 km there would be some views towards the Project from Laindon Common (open access land) near Little Burstead although woodland within the common would filter outward views. Views would generally be barely perceptible due to distance and layers of intervening vegetation, although there may be some locations with long but distant views of the Project. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.10.58 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.10.59 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.10.60 Table A13.3.70 summarises the sensitivity and assessment judgements for G5 Little Burstead.

Table A13.3.70 Visual assessment summary for VRA G5 Little Burstead (Sensitivity: low to high

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse)	Minor and not significant (adverse)

VRA G6 Basildon (Section G)

Description and Visual Baseline

13.10.61 This VRA is located to the east of the Project and encompasses the western side of Basildon. The settlement is located on a gently undulating plateau which rises to the wooded Langdon Hills to the south of the settlement. There is lower-lying farmland to the west of the settlement. The VRA is largely urban and suburban, with a large industrial area at Southfields in the north-west. More rural residential development is located along Lower Dunton Road in the west. The A127 crosses the north of the VRA, and a railway line crosses through the centre of the VRA. An existing 132 kV overhead line crosses the north-west of the area. Undulating wooded hills enclose the southern edge of Basildon. There is a dense network of PRoW, particularly in the south of the VRA. The wooded Langdon Nature Discovery Park is located in the south-west, with the Lincewood Nature Reserve in the south.

13.10.62 Views within Basildon are generally contained by low-rise buildings, roadside vegetation and garden vegetation. Larger-scale industrial buildings at Southfields also screen outward views from the settlement. From areas of higher elevation in the south near Westley Heights and Lincewood Nature Reserve there are occasional longer distance views to the south and south-west, often framed by woodland. From Lower Dunton Road in the west there are views to the west, filtered by roadside and field boundary vegetation.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlement of Basildon and scattered properties including along Lower Dunton Road
- People using the network of PRoW, and recreational visitors to Langdon Nature Discovery Park and Lincewood Nature Reserve
- People travelling along the A127, B148, B1036, B1007 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 8.01 Dunton Plotlands Nature Reserve (Figure 7.12.F195) (document reference 7.12).

Sensitivity

13.10.63 In the VRA residential receptors and recreational receptors using PRoW, Langdon Nature Discovery Park and Lincewood Nature Reserve are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.10.64 Considering the judgements of susceptibility and value, the overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.10.65 Construction activity including vegetation removal and third-party works would be visible along the western edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads and the B148 which would be a PAR. There would be some tree loss along field boundaries due to the Project and undergrounding of an existing 132 kV overhead line as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards construction laydown areas west of Lower Dunton Road, from nearby properties and PRoW. There would be works to temporarily divert and underground parts of existing 132 kV overhead line PSC, and a wood pole line between TB225 and TB227. The undergrounding of wood pole lines would be visible in close views along part of PRoW between the A127 Southend Arterial Road and Church Road within the adjacent VRA (G4). There would be some taller elements including partially constructed pylons and cranes. Crossing protection scaffolding would be visible where the overhead line crosses the A127 Southend Arterial Road,

and the London, Tilbury and Southend Line railway between West Horndon and Langdon Hills. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to medium within Langdon Nature Discovery Park, where woodland would filter views. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** at Langdon Nature Discovery Park
- Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**
- Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.10.66 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons on the western edge of Basildon and east of Lower Dunton Hall. There is limited to no theoretical visibility shown within Basildon.

13.10.67 Within 0.5 km of the Project there would be close views of the Project from the western edge of the VRA, from the local road network, PRoW network, and residential and commercial properties along Lower Dunton Road including Dunton Park Caravan Site. There would be some screening and filtering of views from intervening roadside vegetation and buildings. Existing 132 kV overhead line PSC would be undergrounded to accommodate the Project and would be removed from existing views. The last remaining pylon of the 132 kV overhead line would be replaced with a terminal pylon supporting a CSE platform. The Project would be visible and would be larger in scale. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, reducing to medium within Langdon Nature Discovery Park, where woodland would filter views. The magnitude of effect would be high, reducing to medium. The effect would be **major and significant (adverse)**, reducing to **moderate and significant (adverse)** at Langdon Nature Discovery Park.

13.10.68 Between 0.5 km and 1.5 km views would be limited by intervening residential and commercial buildings in Basildon, and roadside vegetation. There would be some close to medium distance views towards the overhead line from the local road and PRoW network, as well as views of pylons through gaps in roadside vegetation along the B1036 and B148. Between 0.5 km and 1.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.10.69 Beyond 1.5 km the intervening buildings in Basildon and vegetation would screen and filter views towards the Project, and the distance would reduce perceptibility. Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Mitigation

13.10.70 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.10.71 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **moderate and significant (adverse)** at Langdon Nature Discovery Park; **moderate and significant (adverse)** between 0.5 km and 1.5 km; and **negligible and not significant** beyond 1.5 km.

Assessment Summary

13.10.72 Table A13.3.71 summarises the sensitivity and assessment judgements for G6 Basildon.

Table A13.3.71 Visual assessment summary for VRA G6 Basildon (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, reducing to medium at Langdon Nature Discovery Park	Medium	Barely perceptible
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) at Langdon Nature Discovery Park	Moderate and significant (adverse)	Negligible and not significant
Operation Year 1	**Magnitude**	High, reducing to medium at Langdon Nature Discovery Park	Medium	Barely perceptible
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) at Langdon Nature Discovery Park	Moderate and significant (adverse)	Negligible and not significant
Operation Year 15	**Magnitude**	High, reducing to medium at Langdon Nature Discovery Park	Medium	Barely perceptible
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) at Langdon Nature Discovery Park	Moderate and significant (adverse)	Negligible and not significant

13.11 Assessment of Effects on VRAs – Section H

VRA H1 Bulphan (Section H)

Description and Visual Baseline

13.11.1 This VRA is located to the west of the Project, extending from the southern edge of West Horndon and encompassing the small settlement of Bulphan. It is a flat, low-lying and relatively open landscape. There are large arable fields bounded by hedgerows. The main concentration of settlement is at Bulphan in the centre of the area, divided by the A128. Elsewhere, there are smaller settlements and scattered properties along the A128 and other local lanes. The settlement includes some historic buildings, including a church, alongside more recent development laid out on a grid structure, with a recreational area west of the A128. Barnards miniature railway is in the north of the area, and Thurrock Airfield is in the south. An existing 132 kV overhead line runs north south through the area, and another 132 kV overhead line crosses the north-west corner of the area.

13.11.2 Views within Bulphan are largely contained by low-rise buildings and roadside and garden trees. Wider views are experienced from the settlement edge and extend to elevated areas on the wooded horizon, and existing pylons are visible on the skyline to the east. Roadside hedgerows and trees contain some views from roads.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlement of Bulphan and smaller, scattered settlements
- People using the network of local PRoW, and open access land
- Horse riders using bridleways
- People travelling along the A128 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 8.02 Doesgate Lane, Bulphan (Figure 7.12.F196) (document reference 7.12).

Sensitivity

13.11.3 In the VRA, residential receptors and recreational receptors using PRoW, open access land and visitors to Thurrock Airfield and Barnards Miniature Railway, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.11.4 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.5 Construction activity including vegetation removal and third-party works would be visible along the eastern edge of the VRA. There would be some taller elements, such as partially constructed pylons and cranes. There would be loss of roadside trees along Doesgate Lane due to the Project as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). Construction activity would include the movement of vehicles and machinery, including along haul roads. The undergrounding of an existing 132 kV overhead lines PSC and PAB to the north-east, and several wood pole lines would be visible in close views from properties and PRoW adjacent to Lower Dunton Road. Crossing protection scaffolding would be visible where the overhead line crosses Doesgate Road. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, particularly in the south adjacent to the proposed low height pylons. The magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.11.6 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons across the majority of the VRA. Smaller pockets of lower theoretical visibility are shown north of Bulphan and around Blankets Farm.

13.11.7 The Project would be visible in close views from the east of the VRA, to road users along Doesgate Lane, residents of Ongar Hall Farm and users of PRoW. The overhead line is likely to be seen on the skyline and would be prominent in views, although would be seen behind an existing 132 kV overhead line which runs in parallel. In the south-east of the VRA, low height pylons are proposed between TB238 and TB243 to mitigate effects on Thurrock Airfield. Low height pylons may be more prominent in close views due their wider stature and bulkier appearance. To the north-east of the VRA, part of the existing 132 kV overhead lines would be undergrounded and removed from views. The last remaining pylon of the 132 kV overhead line would be replaced with a terminal pylon supporting a CSE platform. The Project would appear larger in scale than the existing overhead line. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large, particularly in the south adjacent to the

proposed low height pylons. The magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.11.8 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be visible on the skyline (as represented by Viewpoint 8.02 Doesgate Lane, Bulphan (Figure 7.12.F196) (document reference 7.12)). The low height pylons between TB238 and TB243 would be slightly less visible on the skyline in the south. There would be filtering from roadside vegetation, particularly along the A128 and along Brentwood Road, which along with buildings, would largely screen views towards the Project from Bulphan. Woodland around Blue House Farm and Barnards would screen views from these locations. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan. The magnitude of effect would be medium, reducing to barely perceptible. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** from the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan.

13.11.9 From beyond around 1.5 km from the Project, views are more open and roadside vegetation reduced which would allow for views towards the Project, partially backclothed, particularly where low height pylons are located) and partially on the skyline. The Project would form a small element in distant views. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.11.10 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.11.11 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** from the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.11.12 Table A13.3.72 summarises the sensitivity and assessment judgements for H1 Bulphan.

Table A13.3.72 Visual assessment summary for VRA H1 Bulphan (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible from along the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan.	Low

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant to minor and not significant (adverse) from along the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan.	Minor and not significant (adverse)
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible from along the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan.	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant to minor and not significant (adverse) from along the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan.	Minor and not significant (adverse)
Operation Year 15	**Magnitude**	High	Medium, reducing to barely perceptible from along the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan.	Low
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant to minor and not significant (adverse) from along the A128, at Barnards Miniature Railway, Blue House Farm and within Bulphan.	Minor and not significant (adverse)

VRA H2 Horndon on the Hill (Section H)

Description and Visual Baseline

13.11.13 This VRA is located to the east of the Project, extending from Dunton Plotlands in the north to Horndon on the Hill in the south. The landscape is gently undulating, rising to the wooded Langdon Hills to the north-east. Fields are large to medium in scale and enclosed by hedgerows. Horndon on the Hill is a large village with a historic centre and recreational areas on its fringes. There are smaller settlements along Lower Dunton Road and the B1007. The B1007 runs through the centre of the area and the A13 forms the south-eastern boundary. There is a network of local roads and rural

lanes, which are bounded by roadside hedgerows and trees. A railway line runs along the northern boundary.

13.11.14 Where the landform rises towards the Langdon Hills there are elevated and long views across the surrounding landscape to the south and west. Woodland screens views from parts of the Langdon Hills. From lower elevations, where not filtered or screened by vegetation, wider views extend to elevated areas on the wooded horizon, and an existing overhead line is visible on the skyline to the west. From Lower Dunton Road and the B1007 views are largely screened or filtered by roadside hedgerows and trees and by vegetation around Langdon Hills Golf and Country Club. Views within Horndon on the Hill are largely contained by low-rise buildings, roadside trees, and garden trees.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlement of Horndon on the Hill and smaller, scattered settlements
- People using the network of local PRoW, and visiting Langdon Hills Country Park
- People travelling along the A13, B1007 and the network of local lanes which cross the VRA, including Old Church Hill Protected Lane.

Viewpoints

- Viewpoint 8.01 Dunton Plotlands Nature Reserve (Figure 7.12.F195) (document reference 7.12)
- Viewpoint 8.03 Orsett Road, Horndon on the Hill (Figure 7.12.F197) (document reference 7.12)
- Viewpoint 8.06 PRoW North of Langdon Hills Country Park (No 154) (Figure 7.12.F200) (document reference 7.12)
- Viewpoint 8.09 One Tree Hill, Langdon Hills Country Park (Figure 7.12.F203) (document reference 7.12) (located outside the Study Area).

Sensitivity

13.11.15 In the VRA, residential receptors and recreational receptors using PRoW, Protected Lanes, and visiting Langdon Hills Country Park, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.11.16 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.17 Construction activity including vegetation removal and third-party works would be visible along the western edge of the VRA. Construction activity would include the movement of vehicles and machinery, including along haul roads. There would be

some tree loss along field boundaries due to the Project and undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views towards a satellite compound (TB-Sate2B) off Lower Dunton Road, visible from nearby properties and Dunton Plotlands. There would be some taller elements, such as partially constructed pylons and cranes. Undergrounding of an existing 132 kV overhead line PAB to the north-west, would be visible in close views from properties and PRoW adjacent to Lower Dunton Road. The undergrounding of wood pole lines would be visible in close views west of Mayfields Farm and along the PRoW between Golden Bridge Cottages and Mayfields Farm. Crossing protection scaffolding would be visible where the overhead line crosses Doesgate Road, Orsett Road and the A13 Stanford-le-Hope bypass. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large, reducing to small from Langdon Hills Golf Course and from properties along Lower Dunton Road (to the east of the golf course). The magnitude of effect would be high, reducing to low. The effect would be **major and significant (adverse)**, reducing to **minor and not significant (adverse)** from Langdon Hills Golf Course and Lower Dunton Road
- Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large from the settlement edges at Horndon on the Hill. The magnitude of effect would be medium, increasing to high. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** from Horndon on the Hill
- Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse).**

Operation Year 1 (Without Mitigation)

13.11.18 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons within Langdon Hills Golf and Country Club and around Sutton Hall Farm. More limited theoretical visibility is shown north and south of Horndon-on-the-Hill.

13.11.19 The Project would be visible in close views from the west of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in views (as represented by Viewpoint 8.03 Orsett Road, Horndon on the Hill (Figure 7.12.F197) (document reference 7.12)). An existing 132 kV overhead line is located parallel and behind the proposed overhead line and so infrastructure of this type is not out of character for existing baseline views. In the south-west of the VRA, low height pylons are proposed between TB238 and TB243 to mitigate effects on Thurrock Airfield. Low height pylons may be more prominent in close views due their wider stature and bulkier appearance. Woodland at Langdon Hills Golf Course would heavily filter and screen views towards the low height pylons from this recreational receptor and from properties along Lower Dunton Road. The Project would be particularly prominent in views from Horndon Road, south of Horndon on the Hill, where the pylons would appear stacked in views. Part of an existing 132 kV overhead line would be undergrounded and removed from views in the north-west of the VRA The Project would appear closer and larger in scale. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change

would be large, reducing to small from Langdon Hills Golf Course and from properties along Lower Dunton Road (to the east of the golf course). The magnitude of effect would be high, reducing to low. The effect would be **major and significant (adverse)**, reducing to **minor and not significant (adverse)** from Langdon Hills Golf Course and Lower Dunton Road.

13.11.20 In close to medium distance views (between 0.5 km to 1.5 km) the Project would be visible on the skyline, with some filtering from intervening layers of vegetation. The Project would be particularly prominent, appearing stacked in views, from properties on the north, west and southern settlement edge of Horndon on the Hill due to their elevated position. Between 0.5 km and 1.5 km the scale of change would be medium, increasing to large from the settlement edges at Horndon on the Hill. The magnitude of effect would be medium, increasing to high. The effect would be **moderate and significant (adverse)**, increasing to **major and significant (adverse)** from Horndon on the Hill.

13.11.21 There would be a slight reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with intervening layers of vegetation screening and filtering views. Views from within Langdon Hills Country Park would be filtered and screened in some areas. Some elevated and long distance views to the Project to the west and south would be available. From these localised areas (as represented by Viewpoint 8.06 PRoW North of Langdon Hills Country Park (No 154) (Figure 7.12.F200) (document reference 7.12) and Viewpoint 8.09 One Tree Hill, Langdon Hills Country Park (Figure 7.12.F203) (document reference 7.12)), the Project would be visible across a wide expanse of view, but would be backclothed by landform and would form a relatively small feature within the view. Beyond 1.5 km the scale of change would be small and the magnitude of effect would be low. The effect would be **minor and not significant (adverse)**.

Mitigation

13.11.22 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.11.23 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km, reducing to **minor and not significant (adverse)** from Langdon Hills Golf Course and Lower Dunton Road; **moderate and significant (adverse)** between 0.5 km and 1.5 km, increasing to **major and significant (adverse)** from Horndon on the Hill; and **minor and not significant (adverse)** beyond 1.5 km.

Assessment Summary

13.11.24 Table A13.3.73 summarises the sensitivity and assessment judgements for H2 Horndon on the Hill.

Table A13.3.73 Visual assessment summary for VRA H2 Horndon on the Hill (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High, reducing to low from Langdon Hills Golf Course, from properties along Lower Dunton Road (to the east of the golf course)	Medium, increasing to high from the settlement edges of Horndon on the Hill	Low, including from Langdon Hills Country Park
	Significance	Major and significant (adverse), reducing to minor and not significant (adverse) from Langdon Hills Golf Course and from properties along Lower Dunton Road	Moderate and significant (adverse), increasing to major and significant (adverse) from the settlement edges of Horndon on the Hill	Minor and not significant (adverse), including from Langdon Hills Country Park
Operation Year 1	**Magnitude**	High, reducing to low from Langdon Hills Golf Course, from properties along Lower Dunton Road	Medium, increasing to high from the settlement edges of Horndon on the Hill	Low, including from Langdon Hills Country Park
	Significance	Major and significant (adverse), reducing to minor and not significant (adverse) from Langdon Hills Golf Course, from properties along Lower Dunton Road	Moderate and significant (adverse), increasing to major and significant (adverse) from the settlement edges of Horndon on the Hill	Minor and not significant (adverse), including from Langdon Hills Country Park
Operation Year 15	**Magnitude**	High, reducing to low from Langdon Hills Golf Course, from properties along Lower Dunton Road (to the east of the golf course)	Medium, increasing to High from the settlement edges of Horndon on the Hill	Low, including from Langdon Hills Country Park
	Significance	Major and significant (adverse), reducing to minor and not significant (adverse) from Langdon Hills Golf Course, from properties along Lower	Moderate and significant (adverse), increasing to Major and significant	Minor and not significant (adverse), including from Langdon Hills Country Park

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		Dunton Road (to the east of the golf course)	(adverse) from the settlement edges of Horndon on the Hill	

VRA H3 Orsett (Section H)

Description and Visual Baseline

13.11.25 This VRA is located to the west of the Project, encompassing the settlement of Orsett and including part of Orsett Fen Common Land in the north-west, and the A13 in the south.

13.11.26 The landscape is low-lying and gently undulating, rising slightly to the south. There are large to medium scale arable fields and pasture, typically bounded by hedgerows. Orsett is a large village with an historic centre, and recreational areas at its perimeter (including Orsett Park). There are some small areas of woodland.

13.11.27 Views within Orsett are largely contained by low-rise buildings and roadside trees and garden vegetation. Views to the east of Orsett are screened in places by trees and woodland such as those on the settlement edge and around Orsett Hall and its park and hotel. There is a network of local roads and rural lanes, which are bounded by roadside hedgerows and trees, alongside coverts and plantations, that limit and contain some views. The A128 and B188 run north-south through the area. Wider views extend to elevated areas on the wooded horizon in places, and pylons are visible on the skyline in the centre of the area.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Orsett and Baker Street and smaller, scattered settlements
- People using the network of local PRoW and open access land
- People travelling along the A128 and the network of local lanes which cross the VRA
- Horse riders using bridleways.

Viewpoints

- Viewpoint 8.07 Rectory Road, Orsett (Figure 7.12.F201) (document reference 7.12)
- Viewpoint 8.10 PRoW, Orsett Fen (No 90) (Figure 7.12.F204) (document reference 7.12).

Sensitivity

13.11.28 In the VRA, residential receptors and recreational receptors using PRoW and open access land are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible).

With the exception of localised views from Orsett Conservation Area, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.11.29 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.30 Construction activity including vegetation removal and third-party works would be visible along the eastern edge of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be some roadside tree loss along Black Bush Lane due to the Project and undergrounding of wood pole lines as detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be close views of a construction laydown area east of the A128, from the A128 and nearby properties. There would be close views of third-party works. There would be some taller elements, such as partially constructed pylons and cranes. The undergrounding of wood pole lines would be visible in close views west of Mayfields Farm and nearby PRoW, in the north of the VRA. To the south undergrounding of wood pole lines would be visible in close view from nearby properties and PRoW along Orsetts Road and Linsteads Farm. Crossing protection scaffolding would be visible where the overhead line crosses Doesgate Road, Orsett Road and the A13 Stanford-le-Hope bypass. In the south of the VRA, construction activity associated with the works to the YYJ and ZB overhead lines may be perceptible on the skyline to the south, although would be filtered by vegetation including along the A13. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from Orsett Park and in the south-west of the VRA. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from Orsett Park and the south-west of the VRA
- Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from within Orsett. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within Orsett.

Operation Year 1 (Without Mitigation)

13.11.31 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons from much of the VRA. Areas of more limited theoretical visibility are shown within Orsett Park and further west, to the east of South Ockenden.

13.11.32 The Project would be visible in close views (within 0.5 km) from the east of the VRA. The overhead line is likely to be seen on the skyline and would be prominent in open views, including from properties and the PRoW network. There would be little

filtering, with the exception of filtering from roadside vegetation along Orsett Road. The overhead line would be seen in the context of existing overhead lines and would not be out of character for this location. The transition to low height pylons at TB243 would be visible in the north-east of the VRA (located within adjacent VRAs H1 and H2). Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.11.33 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, due to the relatively flat landform. Views from the edge of Orsett would be filtered by woodland, including at Orsett Park, along roads and property boundary vegetation (as represented by Viewpoint 8.07 Rectory Road, Orsett (Figure 7.12.F201) (document reference 7.12)), particularly to the north. In the south of the VRA there would be views towards the realignment of the existing YYJ and ZB overhead lines to the south, although changes would be to existing infrastructure and this change is unlikely to be particularly noticeable. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from Orsett Park and in the south-west of the VRA. The magnitude of effect would be medium, reducing to low. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from Orsett Park and the south-west of the VRA.

13.11.34 The would be a reduction in visibility from beyond around 1.5 km from the Project, as perceptibility is likely to reduce with distance and with the layers of intervening vegetation screening and filtering views. The tops of the overhead line would be visible in glimpsed views above this vegetation (as represented by Viewpoint 8.10 PRoW, Orsett Fen (No 90) (Figure 7.12.F204) (document reference 7.12)). Views from further within the settlement of Orsett would be screened by buildings. Beyond 1.5 km the scale of change would be small, reducing to barely perceptible from within Orsett. The magnitude of effect would be low, reducing to barely perceptible. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** within Orsett.

Mitigation

13.11.35 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.11.36 The effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **minor and not significant (adverse)** from Orsett Park and the south-west of the VRA; and **minor and not significant (adverse)** beyond 1.5 km, reducing to **negligible and not significant** within Orsett.

Assessment Summary

13.11.37 Table A13.3.74 summarises the sensitivity and assessment judgements for H3 Orsett.

Table A13.3.74 Visual assessment summary for VRA H3 Orsett (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to low from Orsett Park.	Low, reducing to barely perceptible from further within Orsett
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Orsett Park.	Minor and not significant (adverse), reducing to negligible and not significant from further within Orsett
Operation Year 1	**Magnitude**	High	Medium, reducing to low from Orsett Park and in the south-west of the VRA near Baker Street.	Low, reducing to barely perceptible from further within Orsett
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Orsett Park and in the south-west of the VRA near Baker Street.	Minor and not significant (adverse), reducing to negligible and not significant from further within Orsett
Operation Year 15	**Magnitude**	High	Medium, reducing to low from Orsett Park and in the south-west of the VRA near Baker Street.	Low, reducing to barely perceptible from further within Orsett
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from Orsett Park and in the south-west of the VRA near Baker Street.	Minor and not significant (adverse), reducing to negligible and not significant from further within Orsett

VRA H4 Stanford-le-Hope (Section H)

Description and Visual Baseline

13.11.38 This VRA is located to the east of the Project, encompassing the western side of Stanford-le-Hope. The VRA is a relatively flat urban landscape, with rising elevation towards the centre of the settlement. The A1014 and a railway line run through the settlement and existing 132 kV and 400 kV overhead lines are visible on the skyline

to the south and east. There are some areas of open greenspace, including recreational areas and playing fields.

13.11.39 Views within areas of settlement are largely contained by low-rise buildings, roadside trees, and garden vegetation. There are views west from the northern and western edge of Stanford-le-Hope although woodland filters views out to the south-west, including vegetation along the A13.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Stanford-le-Hope
- People using the network of local PRoW and NCN Route 13
- People travelling along the A13, A1014 and the network of local roads which cross the VRA.

Viewpoints

13.11.40 There are no viewpoints within the VRA.

Sensitivity

13.11.41 In the VRA, residential receptors and recreational receptors using PRoW and NCN routes, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views. Therefore, the views from within the VRA are of local / community value.

13.11.42 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.43 There would be no construction activity within the VRA. Construction of the proposed overhead line would be around 300 m to the west VRA at its closest point. There would be close views of construction activity from a short section of the A13 and A1013, where partially constructed pylons and cranes may be visible on the skyline. Works at ground level are not likely to be visible from the edge of the settlement due to vegetation screening and filtering views. Construction activity may include lighting in the hours of darkness. Buildings within the settlement would screen views from the majority of the VRA. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be medium, from the A roads, reducing to small from St Cleres Hall Golf Club. The magnitude of effect would be medium, reducing to low from the Golf Club. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from the Golf Club
- Between 0.5 km and 1.5 km the scale of change would be small from the A1013, reducing to barely perceptible from the south-western edge of Stanford-le-Hope and reducing further to no effect further within the settlement. The magnitude of effect would be low, reducing to barely perceptible or no effect. The effect would

be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the edge of Stanford-le-Hope and **no effect (not significant)** within Stanford-le-Hope

- Beyond 1.5 km the scale of change would be barely perceptible, reducing to no effect (not significant) within Stanford-le-Hope. The magnitude of effect would be barely perceptible, reducing to none. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** within Stanford-le-Hope.

Operation Year 1 (Without Mitigation)

13.11.44 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons to the north of Stanford-le-Hope, and theoretical visibility of up to 23 pylons on the south-western edge. Limited no theoretical visibility is shown within Stanford-le-Hope.

13.11.45 This VRA is 300 m to the east of the Project. The Project would be visible in close views (within 0.5 km) from the A13 and A1013, where it would be prominent on the skyline, crossing both roads to the west. The Project would be visible from St Cleres Hall Golf Club, although it would be screened and filtered and would not be particularly prominent in views. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be medium, from the A roads, reducing to small from St Cleres Hall Golf Club. The magnitude of effect would be medium, reducing to low from the Golf Club. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** from the Golf Club.

13.11.46 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be visible from the south-west edge of Stanford-le-Hope (as shown in Viewpoint 8.08 Footpath off Butts Lane, Stanford-le-Hope (Figure 7.12.F202) (document reference 7.12)) and from the A1019. Views from the properties in the south-west of the settlement would be filtered and screened by vegetation along the A1013 and St Cleres Hall Golf Club. Between 0.5 km and 1.5 km the scale of change would be small from the A1013, reducing to barely perceptible from the south-western edge of Stanford-le-Hope and reducing further to no effect further within the settlement. The magnitude of effect would be low, reducing to barely perceptible or none. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the edge of Stanford-le-Hope and **no effect (not significant)** within Stanford-le-Hope.

13.11.47 From beyond 1.5 km, along the north-western edge of Stanford-le-Hope the Project would be visible in glimpsed views through vegetation along the A13 and railway line. Further within Stanford-le-Hope there would be no effect due to screening from buildings. The scale of change would be barely perceptible beyond 1.5 km from the A road, reducing to no effect (not significant) from properties within Stanford-le-Hope. The magnitude of effect would be barely perceptible, reducing to none. The effect would be **negligible and not significant**, reducing to **no effect (not significant)** within Stanford-le-Hope.

Mitigation

13.11.48 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.11.49 The effects of the Project would remain as in Operation Year 1: **moderate and significant (adverse)** within 0.5 km, reducing to **minor and not significant (adverse)** from the Golf Club; **minor and not significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** from the edge of Stanford-le-Hope and **no effect (not significant)** within Stanford-le-Hope; and **negligible and not significant** beyond 1.5 km, reducing to **no effect (not significant)** within Stanford-le-Hope.

Assessment Summary

13.11.50 Table A13.3.75 summarises the sensitivity and assessment judgements for H4 Stanford-le-Hope.

Table A13.3.75 Visual assessment summary for VRA H4 Stanford-le-Hope (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	Medium, from the A1013 and A13, reducing to low from St Cleres Golf Club.	Low, from the A13, reducing to barely perceptible from properties in the south-west of Stanford-le-Hope and the A1013. No effect (not significant) from further within Stanford-le-Hope.	Barely perceptible from the A13, reducing to no effect (not significant) from within Stanford-le-Hope
	Significance	Moderate and significant (adverse), from the A1013 and A13, reducing to minor and not significant (adverse) from St Cleres Golf Club	Minor and not significant (adverse) from the A13, reducing to negligible and not significant from properties in the south-west of Stanford-le-Hope and the A1013. No effect (not significant) from further within Stanford-le-Hope.	Negligible and not significant, from the A13, reducing to no effect (not significant) from within Stanford-le-Hope
Operation Year 1	**Magnitude**	Medium, from the A1013 and A13, reducing to low from St Cleres Golf Club.	Low, from the A13, reducing to barely perceptible from properties in the south-west of Stanford-le-Hope and the A1013. No effect (not significant) from further within Stanford-le-Hope.	Barely perceptible from the A13, reducing to no effect (not significant) from within Stanford-le-Hope
	Significance	Moderate and significant (adverse), from	Minor and not significant (adverse) from the A13, reducing to negligible and	Negligible and not significant, from the A13,

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
		the A1013 and A13, reducing to minor and not significant (adverse) from St Cleres Golf Club	not significant from properties in the south-west of Stanford-le-Hope and the A1013. No effect (not significant) from further within Stanford-le-Hope.	reducing to no effect (not significant) from within Stanford-le-Hope
Operation Year 15	**Magnitude**	Medium, from the A1013 and A13, reducing to low from St Cleres Golf Club.	Low, from the A13, reducing to barely perceptible from properties in the south-west of Stanford-le-Hope and the A1013. No effect (not significant) from further within Stanford-le-Hope.	Barely perceptible from the A13, reducing to no effect (not significant) from within Stanford-le-Hope
	Significance	Moderate and significant (adverse), from the A1013 and A13, reducing to minor and not significant (adverse) from St Cleres Golf Club	Minor and not significant (adverse) from the A13, reducing to negligible and not significant from properties in the south-west of Stanford-le-Hope and the A1013. No effect (not significant) from further within Stanford-le-Hope.	Negligible and not significant, from the A13, reducing to no effect (not significant) from within Stanford-le-Hope

VRA H5 Grays and Chadwell St Mary (Section H)

Description and Visual Baseline

13.11.51 This VRA is located to the south-west of the Project, covering Chadwell St Mary and the east of Grays. The landscape is flat to gently undulating, with an east/west escarpment to the south. Chadwell St Mary, Grays and Orsett Heath lie to the south of the A13 and either side of the A1089. Areas of flat farmland and recreational areas are present on the perimeter of these urban areas, with occasional hedgerows and trees that contain wider views. The landscape is occupied by urban development with large arable fields on its outskirts.

13.11.52 More distant views to the south are available from the southern edge of Chadwell St Mary, across Tilbury Marshes. Views from the A1089 are screened by enclosing vegetation. Existing overhead lines run through the area and are prominent features in close views, visible on the skyline. Residential towers within Chadwell St Mary form prominent features on the skyline in views from across the area.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Grays, Chadwell St Mary, Orsett Heath, and smaller, scattered settlements

- People using the network of local PRoW
- Horse riders using bridleways
- People travelling along the A1089, A1013 and A13, and the network of local lanes which cross the VRA.

Viewpoints

13.11.53 There are no viewpoints within the VRA.

Sensitivity

13.11.54 In the VRA, residential receptors and recreational receptors using PRoW are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.11.55 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.56 Construction activity including vegetation removal and third-party works would be visible in the north of the VRA and in the adjacent VRA. Construction activity would include the movement of vehicles and machinery along haul roads. Construction activity associated with the works to the existing YYJ and ZB overhead lines would be prominent on the skyline, particularly from Orsett Heath and the north and east of Chadwell St Mary. This would include the erection of temporary pylons and the realignment of existing pylons as well as undergrounding part of the existing infrastructure between CSE compounds, to the immediate north of the VRA. Construction activity at Tilbury North Substation would be perceptible beyond the existing YYJ and ZB overhead lines. Crossing protection scaffolding over Long Lane, A1013 Stanford Road, and the A1089 Dock Approach Road would be visible. Construction activity may include lighting in the hours of darkness. The introduction of movement and machinery into views, including cranes and partially constructed pylons, would result in a large scale of change from Orsett Heath and the edge of Chadwell St Mary. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium from the eastern edge of Chadwell St Mary, reducing to barely perceptible from further within Chadwell St Mary and Grays. The magnitude of effect would be medium, reducing to barely perceptible within the settlements. The effect would be **moderate and significant (adverse)** reducing to **negligible and not significant** within the settlements
- Beyond 1.5 km there would be no magnitude of effect and therefore **no effect (not significant).**

Operation Year 1 (Without Mitigation)

13.11.57 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons from a small part of the VRA north of Chadwell St Mary near Old House Wood. There would be limited to no theoretical visibility within Chadwell St Mary or Grays.

13.11.58 The Project would be visible in close views (within 0.5 km) from the north and east of the VRA. There would be views towards the realignment of the existing YYJ and ZB overhead lines and views of the CSE compounds (CSE compound #1 and #2 Tilbury) associated with undergrounding part of the ZB route. This would be noticeable from the north-eastern edge of Grays and Chadwell St Mary, particularly to the east of Milford Drive near Thurrock Rugby Football Club and from Courtney Road. Although changes in pylons would be to existing infrastructure, the new CSE compounds would be noticeable in relatively open views. Tilbury North Substation and the overhead line to the north would be visible beyond the existing YYJ and ZB overhead lines. Views towards the Project from further within Chadwell St Mary's and Grays would be largely screened by buildings. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be medium and the magnitude of effect would be medium. The effect would be **moderate and significant (adverse)**.

13.11.59 In close to medium distance views (between 0.5 km and 1.5 km) the Project would be visible from the eastern edge of Chadwell St Mary, particularly from along Cole Avenue. The realignment of the existing YYJ and ZB overhead lines and the CSE compounds (CSE compound #1 and #2 Tilbury) would be visible in relatively open views. This would be seen in the context of multiple existing overhead lines and this type of infrastructure would not be out of character for the area. Further within the settlements of Chadwell St Mary and Grays, the Project would be largely screened by buildings and vegetation. Between 0.5 km and 1.5 km the scale of change would be medium from the eastern edge of Chadwell St Mary, reducing to barely perceptible from further within Chadwell St Mary and Grays. The magnitude of effect would be medium, reducing to barely perceptible within the settlements. The effect would be **moderate and significant (adverse)** reducing to **negligible and not significant** within the settlements.

13.11.60 The Project is unlikely to be perceptible from beyond 1.5 km as intervening buildings would screen views. It is judged that there would be no magnitude of effect and therefore **no effect (not significant)** on the VRA beyond 1.5 km.

Mitigation

13.11.61 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.11.62 In the longer term, proposed planting within the Environmental Areas around the two CSE compounds and Tilbury North Substation, in the neighbouring VRA, would reach semi-maturity. This would reduce effects on residents at the northern and eastern edges of Chadwell St Mary and Grays, by screening and filtering views. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. It is anticipated there would be a small scale of change at Operation Year 15, in views towards the CSE compounds, including from the northern and eastern

edges of Chadwell St Mary and Grays. The magnitude of effect would be low. The effect would be **minor and not significant (adverse)**. Elsewhere the effects of the Project would remain as in Operation Year 1: **moderate and significant (adverse)** within 0.5 km; **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** within the settlements; and **no effect (not significant)** beyond 1.5 km.

Assessment Summary

13.11.63 Table A13.3.76 summarises the sensitivity and assessment judgements for H5 Grays and Chadwell St Mary.

Table A13.3.76 Visual assessment summary for VRA H5 Grays and Chadwell St Mary (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	High, from the eastern edge of Chadwell St Mary, reducing to barely perceptible from further within Chadwell St Mary and Grays	None
	Significance	Major and significant (adverse)	Major and significant (adverse), from the eastern edge of Chadwell St Mary, reducing to negligible and not significant from further within Chadwell St Mary and Grays	No effect (not significant)
Operation Year 1	**Magnitude**	Medium	Medium, from the eastern edge of Chadwell St Mary, reducing to barely perceptible from further within Chadwell St Mary and Grays	None
	Significance	Moderate and significant (adverse)	Moderate and significant (adverse) from the eastern edge of Chadwell St Mary, reducing to negligible and not significant from further within Chadwell St Mary and Grays	No effect (not significant)
Operation Year 15	**Magnitude**	Low	Low, from the eastern edge of Chadwell St Mary, reducing to barely perceptible from further within Chadwell St Mary and Grays	None
	Significance	Minor and not significant (adverse)	Minor and not significant (adverse) from the eastern edge of Chadwell St Mary, reducing to negligible and not significant from further within Chadwell St Mary and Grays	No effect (not significant)

VRA H6 Southfields (Section H)

Description and Visual Baseline

13.11.64 This VRA extends from the A13 in the north to the north-eastern edges of Chadwell St Mary in the south. The VRA comprises flat arable farmland and Orsett Golf Club. The small settlement of Southfields is in the north. There are existing 132 kV and 400 kV overhead lines within the VRA which are noticeable on the skyline. The landscape comprises arable fields with occasional hedgerows and trees and woodland south of Southfields and at Orsett Golf Club. A roads form the northern and western boundaries of the VRA and minor roads cross the landscape.

13.11.65 There are some relatively long distance views across an open landscape, with a localised pocket of enclosure at Southfields and Orsett Golf Club, further contained to the south by woodland near Linford (within neighbouring VRA H7). The settlement of Southfields is insular in design with limited views out.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlement of Southfields and scattered settlement
- People using the network of local PRoW and at Orsett Golf Club
- People travelling along the A13, A1013 and A1089 and the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 8.05 PRoW east of Chadwell St Mary (No 78) (Figure 7.12.F199) (document reference 7.12)
- Viewpoint 8.11 PRoW near Southfields (No 42) (Figure 7.12.F205) (document reference 7.12).

Sensitivity

13.11.66 In the VRA, residential receptors and recreational receptors using PRoW are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.11.67 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.68 Construction activity including vegetation removal and third-party works would be visible along the southern and eastern edges of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be some tree loss along field boundaries, roadsides and farmland including Collingwood Farm due to the Project and undergrounding of existing overhead lines as detailed in

Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be some close views to construction of Tilbury North Substation and the proposed overhead line, including from Orsett Golf Club and the local PRoW network. This would include the removal of part of an existing 132 kV PAB overhead line. There would be temporary construction compounds south of Orsett Golf Club (TB-SC08). There would be some close views of works to the existing YYJ and ZB overhead lines and CSE compounds including from High House Lane and the north-eastern edge of Chadwell St Mary. This would include the erection of temporary pylons and the realignment of existing pylons as well as undergrounding part of the existing infrastructure between CSE compounds. There would be a temporary construction compound south of Tilbury North (Warley side) CSE compound (ZB-SC01). Although works would be to existing overhead lines, the introduction of movement and machinery into views, including cranes and partially constructed pylons, would increase effects on receptors in the south of the VRA. Crossing protection scaffolding over the A1013 Stanford Road (east and west), Hornsby Lane, Brentwood Road, High House Lane, and Buckingham Hill Road would be visible from nearby properties and PRoW. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from within Southfields. The magnitude of effect would be medium, reducing to barely perceptible at Southfields. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** at Southfields.

Operation Year 1 (Without Mitigation)

13.11.69 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons south of the A1013. Limited theoretical visibility is shown within Southfields.

13.11.70 The Project would be visible in close views (within 0.5 km) from the south and east of the VRA. The proposed overhead line is likely to be seen on the skyline, filtered by the dense vegetation, where it joins Tilbury North Substation to the east of Orsett Golf Club. The proposed compound permanent access route will be visible in close distance views from Viewpoint 8.05 (PRoW east of Chadwell St Mary). Woodland at Orsett Golf Club and at the workings at Linford (within neighbouring VRA H7), would screen and filter views towards the Project in these locations. Tilbury North Substation would be well screened and filtered by this vegetation but would still be visible in framed views from the north-east and south-west. There would be views towards the realignment of the existing YYJ and ZB overhead lines and views of the CSE compounds (CSE compound #1 and #2 Tilbury) associated with this section of undergrounding. This would be particularly perceptible from the south of the VRA. To the east of the VRA, part of the existing 132 kV overhead lines would be undergrounded and removed from views. The last remaining pylon of the 132 kV overhead line (PAB23) would be replaced with a terminal pylon supporting a CSE platform. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.11.71 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, due to the relatively flat nature of the landform. Woodland south of Southfields and at Orsett Golf club would screen the Project from Southfields. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to barely perceptible from within Southfields. The magnitude of effect would be medium, reducing to barely perceptible at Southfields. The effect would be **moderate and significant (adverse)**, reducing to **negligible and not significant** at Southfields.

13.11.72 The VRA does not extend past 1.5 km.

Mitigation

13.11.73 Landscape mitigation is proposed within the Environmental Area located around Tilbury North Substation and Tilbury 1 and Tilbury 2 CSE compounds. This mitigation would include:

- Retention of existing vegetation where practicable, including retention and protection of ancient woodland
- Proposed deciduous woodland with scrubby woodland edge, to expand and connect into existing woodland habitats and provide further filtering/screening of views towards the Tilbury North Substation and two CSE compounds from the west
- Use of spoil material to create subtle landforms which blend into the existing topography. The spoil bunds would be planted with deciduous woodland and scrubby woodland edge to expand woodland habitat and provide further filtering/screening of views
- Proposed native hedgerows with native trees to existing field boundaries
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Proposed neutral grassland over proposed underground cables and below existing and proposed overhead lines.

Operation Year 15 (With Mitigation)

13.11.74 In the longer term, proposed planting within the Environmental Areas around the two CSE compounds and Tilbury North Substation would reach semi-maturity. This would reduce effects on residents, road users and users of PRoW within a localised area (within 0.5 km). Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. It is anticipated there would be a medium scale of change at Operation Year 15, in views towards the CSE compounds from within 0.5 km. The magnitude of effect would be medium and the effect would be **moderate and significant (adverse)**. Elsewhere, the effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; and **moderate and significant (adverse)** between 0.5 km and 1.5 km, reducing to **negligible and not significant** at Southfields.

Assessment Summary

13.11.75 Table A13.3.77 summarises the sensitivity and assessment judgements for H6 Southfields.

Table A13.3.77 Visual assessment summary for VRA H6 Southfields (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to barely perceptible within Southfields	N/A, as VRA is not beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Southfields	N/A, as VRA is not beyond 1.5 km
Operation Year 1	**Magnitude**	High	Medium, reducing to barely perceptible within Southfields	N/A, as VRA is not beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to negligible and not significant within Southfields	N/A, as VRA is not beyond 1.5 km
Operation Year 15	**Magnitude**	High, reducing to medium around the CSE compounds and Tilbury North Substation in the south	Medium, reducing to barely perceptible within Southfields	N/A, as VRA is not beyond 1.5 km
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) around the CSE compounds and Tilbury North Substation in the south	Moderate and significant (adverse), reducing to negligible and not significant within Southfields	N/A, as VRA is not beyond 1.5 km

VRA H7 Linford (Section H)

Description and Visual Baseline

13.11.76 This VRA extends from Stanford-le-Hope to the north towards West Tilbury in the south. The landform is gently undulating, with an east/west escarpment along the southern edge and falling more gently to the east of Linford. The settlements of Linford, West Tilbury and the northern edge of East Tilbury are located within the

VRA, alongside scattered properties. St Cleres Golf Course is located in the north. Industrial works and quarry pits are located to the north of Linford. A network of PRoW crosses the VRA, across large arable fields. Woodland cover is sparce, with the exception of at Linford, where woodland surrounding the industrial works encloses views. Roads are typically lined with dense hedgerows. A conservation area is located at West Tilbury and Low Street, extending out from the village towards Linford Road.

13.11.77 Around Linford and along roads views tend to be filtered and screened. Elsewhere views extend across and beyond large fields to distant areas in the south and east beyond the Thames Estuary. Woodland forms part of the skyline in the north near Low Street and East Tilbury, and Tilbury forms the skyline to the west. The combination of large scale open fields and sparse boundary vegetation results in wide and open views. Wind turbines, electrical infrastructure (including existing overhead lines and Tilbury Substation) and industrial elements are visible across the VRA, and on the skyline.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of Linford, West Tilbury and Low Street, and the north-western edge of East Tilbury, and smaller, scattered properties
- People using the network of local PRoW and at St Cleres Golf Club
- Horse riders using bridleways
- People travelling along the network of local lanes which cross the VRA.

Viewpoints

- Viewpoint 8.08 Footpath off Butts Lane, Stanford-le-Hope (Figure 7.12.F202) (document reference 7.12).

Sensitivity

13.11.78 In the VRA, residential receptors and recreational receptors using PRoW are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of West Tilbury Conservation Area, where the value of views would be higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.11.79 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.80 Construction activity including vegetation removal and third-party works would be visible along the western edge of the VRA and in the south of the VRA. Construction activity would include the movement of vehicles and machinery along haul roads. There would be some tree loss along field boundaries and roadsides including along Hoford Road due to the Project and undergrounding of existing overhead lines as

detailed in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would be some close views to construction of Tilbury North Substation in the adjacent VRA H6 Southfields. There would also be close views to the construction of the proposed overhead line from the local PRoW network and Buckingham Hill Road. This would include the removal of part of existing 132 kV PAB overhead line. There would be some close views of works to the existing YYJ and ZB overhead lines and CSE compounds, including temporary construction compounds (ZB-CC02), particularly from the south of the VRA near High House Lane and Hoford Road. This would include the erection of temporary pylons and the realignment of existing pylons as well as undergrounding part of the existing infrastructure between CSE compounds. Although these are existing overhead lines, the introduction of movement and machinery into views, including cranes and partially constructed pylons, would increase effects on receptors in the south of the VRA. Crossing protection scaffolding over Hoford Road, Buckingham Hill Road, A1013 Stanford Road and the A13 Stanford-le-Hope bypass and Muckingford Road would be visible from nearby properties and PRoW. Construction activity may include lighting in the hours of darkness. The magnitude and level of effect would be as follows:

- Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**
- Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from the south of the VRA and barely perceptible from within Linford. The magnitude of effect would be medium, reducing to low from the south of the VRA and barely perceptible within Linford. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** in the south of the VRA and **negligible and not significant** within Linford.

Operation Year 1 (Without Mitigation)

13.11.81 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/ number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons at St Clere's Golf Club and north-west of East Tilbury. More limited theoretical visibility is shown around Linford.

13.11.82 The Project would be visible in close views (within 0.5 km) from the west of the VRA. The proposed overhead line is likely to be seen on the skyline, with some filtering from intervening vegetation, including from St Clere's Golf Club in the north. There would be views towards the Tilbury North Substation. The realignment of the existing YYJ and ZB overhead lines and associated CSE compounds (CSE compound #1 and #2 Tilbury) would be visible. The proposed compound permanent access route will be visible in close distance views from Viewpoint 8.12 (Hoford Road, east of Chadwell St Mary. To the north-west of the VRA, part of the existing 132 kV overhead lines would be undergrounded and removed from views. The last remaining pylon of the 132 kV overhead line (PAB20) would be replaced with a terminal pylon supporting a CSE platform. Vegetation removed during construction would be reinstated, although at Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. Within 0.5 km the scale of change would be large and the magnitude of effect would be high. The effect would be **major and significant (adverse)**.

13.11.83 In close to medium distance views (between 0.5 km and 1.5 km) the Project would most often be seen on the skyline, filtered by intervening vegetation and in the context of existing overhead lines, including from the VRA boundary at Mucking

Marshes. Woodland at the workings at Linford would screen views towards the Project, including towards Tilbury North Substation, from within Linford and to the east of Linford. In the south of the VRA, the realignment of the existing YYJ and ZB overhead lines would be visible, although in this location changes would be to existing infrastructure and this change is unlikely to be particularly noticeable, including from West Tilbury Conservation Area. It is unlikely that the CSE compound and the substation would be particularly noticeable from the north of the VRA near Butts Lane and Mucking Marshes. Between 0.5 km and 1.5 km the scale of change would be medium, reducing to small from the south of the VRA and barely perceptible from within Linford. The magnitude of effect would be medium, reducing to low from the south of the VRA and barely perceptible within Linford. The effect would be **moderate and significant (adverse)**, reducing to **minor and not significant (adverse)** in the south of the VRA and **negligible and not significant** within Linford.

13.11.84 The VRA does not extend past 1.5 km.

Mitigation

13.11.85 Landscape mitigation is proposed within the Environmental Area located around Tilbury North Substation and Tilbury 1 and Tilbury 2 CSE compounds. This mitigation would include:

- Retention of existing vegetation where practicable, including retention and protection of ancient woodland
- Proposed deciduous woodland with scrubby woodland edge, to expand and connect into existing woodland habitats and provide further filtering/screening of views towards the Tilbury North Substation and two CSE compounds from the west
- Use of spoil material to create subtle landforms which blend into the existing topography. The spoil bunds would be planted with deciduous woodland and scrubby woodland edge to expand woodland habitat and provide further filtering/screening of views
- Proposed native hedgerows with native trees to existing field boundaries
- Proposed native scrub with trees to provide variety in vegetation cover and to provide further filtering/screening of views
- Proposed neutral grassland over proposed underground cables and below existing and proposed overhead lines.

Operation Year 15 (With Mitigation)

13.11.86 In the longer term, proposed planting within the Environmental Areas around the two CSE compounds and Tilbury North Substation would reach semi-maturity. This would reduce effects on residents, road users and users of PRoW within a localised area (within 0.5 km). There would be a medium scale of change at Operation Year 15, in views towards the CSE compounds from within 0.5 km. The magnitude of effect would be medium and the effect would be moderate and significant (adverse) around the CSE compounds. Growth rates would vary depending upon local conditions, and the level of filtering would vary seasonally. Elsewhere, the effects of the Project would remain as in Operation Year 1: **major and significant (adverse)** within 0.5 km; and **moderate and significant (adverse)** between 0.5 km and 1.5 km,

reducing to **minor and not significant (adverse)** in the south of the VRA and **negligible and not significant** within Linford.

Assessment Summary

13.11.87 Table A13.3.78 summarises the sensitivity and assessment judgements for H7 Linford.

Table A13.3.78 Visual assessment summary for VRA H7 Linford (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	High	Medium, reducing to low from the south of the VRA and barely perceptible from within Linford and to the east of Linford	N/A, as VRA is not beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from the south of the VRA, reducing to negligible and not significant from within Linford and to the east of Linford	N/A, as VRA is not beyond 1.5 km
Operation Year 1	**Magnitude**	High	Medium, reducing to low from the south of the VRA and barely perceptible from within Linford and to the east of Linford	N/A, as VRA is not beyond 1.5 km
	Significance	Major and significant (adverse)	Moderate and significant (adverse), reducing to minor and not significant (adverse) from the south of the VRA and negligible and not significant from within Linford and to the east of Linford	N/A, as VRA is not beyond 1.5 km
Operation Year 15	**Magnitude**	High, reducing to medium close to the CSE compounds and Tilbury North Substation	Medium, reducing to low from the south of the VRA and barely perceptible from within Linford and to the east of Linford	N/A, as VRA is not beyond 1.5 km

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
	Significance	Major and significant (adverse), reducing to moderate and significant (adverse) close to the CSE compounds and Tilbury North Substation	Moderate and significant (adverse), reducing to minor and not significant (adverse) from the south of the VRA and negligible and not significant from within Linford and to the east of Linford	N/A, as VRA is not beyond 1.5 km

VRA H8 East Tilbury (Section H)

Description and Visual Baseline

13.11.88 This VRA is located to the east of the Project, extending from the southern edge of Stanford-le-Hope to East Tilbury Marshes. The VRA is part of a flat and low-lying marshland landscape which occupies the western shoreline of the Thames Estuary. It is largely unsettled in the north, with the settlement of East Tilbury in the south. PRoW cross the VRA, and the King Charles III England Coast Path long distance route follows the boundary of Mucking Marshes and Mucking Flats. There are Nature Reserves at Stanford Warren and Thurrock Thameside in the north of the VRA, the latter of which has a distinctive visitor centre with a 360 degree viewing deck. Existing 132 kV and 400 kV overhead lines cross the north of the VRA and are visible on the skyline to the west. Industrial areas and infrastructure are visible along the estuary banks. There are some arable fields with occasional hedgerows and trees and woodland at The Warren to the north, which contain more distant views. There are minor roads within the VRA and a railway line cuts through the north of the area and runs along its western edge.

13.11.89 There are open and long distance views across the VRA. There is a wooded horizon to the west and open views across the estuary to the east. Views within East Tilbury are contained by buildings and vegetation. There are some areas of woodland, including at Stanford Warren, where views are more contained.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlements of East Tilbury and smaller, scattered settlements including Mucking
- People using the network of local PRoW, King Charles III England Coast Path, open access land at Mucking Marshes and visiting Stanford Warren Nature Reserve and Thameside Nature Discovery Park
- Horse riders using bridleways
- People travelling along Princess Margaret Road and other local lanes which cross the VRA.

Viewpoints

- Viewpoint 8.04 Thurrock Thameside Nature Park (Figure 7.12.F198) (document reference 7.12).

Sensitivity

13.11.90 In the VRA, residential receptors and recreational receptors using PRoW, visiting the Thameside Nature Discovery Park, open access land and King Charles III England Coast Path, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility. With the exception of views from East Tilbury Conservation Area and King Charles III England Coast Path, where the value of views is higher, views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.11.91 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.92 There would be no construction activity within the VRA. Construction of Tilbury North Substation and the proposed overhead line would be over 1 km to the west of the VRA at its closest point and is not likely to be perceptible from the VRA due to the intervening landform which rises to the north of Linford, vegetation and other existing infrastructure. Construction works including realignment of the existing YYJ and ZB overhead lines and CSE compounds associated with these works would be perceptible on the skyline in views to the west, although would be seen in the context of existing infrastructure. The magnitude and level of effect would be as follows:

- Between 1 km and 1.5 km the scale of change would be small, reducing to barely perceptible from the south of the VRA, including from East Tilbury. The magnitude of effect would be low, reducing to barely perceptible from the south of the VRA. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the south of the VRA
- Beyond 1.5 km the scale of change would be barely perceptible and the magnitude of effect would be barely perceptible. The effect would be **negligible and not significant.**

Operation Year 1 (Without Mitigation)

13.11.93 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 98 pylons within Mucking Marshes and up to 52 pylons south-east of East Tilbury. Theoretical visibility is also shown on the Kent side of the Thames estuary, although at a distance of 5 km.

13.11.94 The Project is located 1 km to the west of the VRA. In medium distance views (between 1 km and 1.5 km), the Project would be visible on the skyline to the north-west but would be partially screened by intervening landform and filtered in places by vegetation near Linford and around Mucking, including from the King Charles III England Coast Path and open access land. It would be seen in the context of multiple existing overhead lines and would not be out of character for the existing

view. There would be views towards the realignment of the existing YYJ and ZB overhead lines to the west, in relatively open and unfiltered views from East Tilbury. Changes would be to existing infrastructure and would not be noticeable. Tilbury North Substation is not likely to be perceptible due to the intervening landform, vegetation and other existing infrastructure. Between 1 km and 1.5 km the scale of change would be small, reducing to barely perceptible from the south of the VRA, including from East Tilbury. The magnitude of effect would be low, reducing to barely perceptible from the south of the VRA. The effect would be **minor and not significant (adverse)**, reducing to **negligible and not significant** from the south of the VRA.

13.11.95 Beyond 1.5 km there would be long distance views towards the Project, including from Thurrock Thameside Nature Park (as represented by Viewpoint 8.04 Thurrock Thameside Nature Park (Figure 7.12.F198) (document reference 7.12)), the King Charles III England Coast Path and open access land. The Project would be visible on the skyline, with filtering from intervening vegetation and would form a small element in views. The Project would be seen in the context of existing overhead lines and industry at London Gateway Port (to the north-east) and so development of this type is not out of character for this area. Due to dense vegetation, views from Mucking and Stanford Warren Nature Reserve would be further reduced. The scale of change would be barely perceptible beyond 1.5 km. The magnitude of effect would be barely perceptible. The effect would be **negligible and not significant**.

Mitigation

13.11.96 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.11.97 The effects of the Project would remain as in Operation Year 1: **minor and not significant (adverse)** between 1 km and 1.5 km, reducing to **negligible and not significant** in the south of the VRA; and **negligible and not significant** beyond 1.5 km.

Assessment Summary

13.11.98 Table A13.3.79 summarises the sensitivity and assessment judgements for H8 East Tilbury.

Table A13.3.79 Visual assessment summary for VRA H8 East Tilbury (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	N/A, as VRA is not within 0.5 km	Low, reducing to barely perceptible from the south of the VRA, including from East Tilbury	Barely perceptible
	Significance	N/A, as VRA is not within 0.5 km	Minor and not significant (adverse), reducing to negligible and not significant	Negligible and not significant

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
			from the south of the VRA, including from East Tilbury	
Operation Year 1	**Magnitude**	N/A, as VRA is not within 0.5 km	Low, reducing to barely perceptible from the south of the VRA, including from East Tilbury	Barely perceptible
	Significance	N/A, as VRA is not within 0.5 km	Minor and not significant (adverse), reducing to negligible and not significant from the south of the VRA, including from East Tilbury	Negligible and not significant
Operation Year 15	**Magnitude**	N/A, as VRA is not within 0.5 km	Low, reducing to barely perceptible from the south of the VRA, including from East Tilbury	Barely perceptible
	Significance	N/A, as VRA is not within 0.5 km	Minor and not significant (adverse), reducing to negligible and not significant from the south of the VRA, including from East Tilbury	Negligible and not significant

VRA H9 Tilbury Marshes (Section H)

Description and Visual Baseline

13.11.99 This VRA is located at the southern end of the Project and includes the north-eastern part of Tilbury and part of Tilbury Marshes. It is a low-lying and flat landscape, rising to a low, steep-sided escarpment south of Chadwell St Mary and West Tilbury. The landcover is predominantly farmland, with some industrial areas at East Tilbury. There are scattered properties along the escarpment, including at Hob Hill and Hall Hill. Some PRoWs follow the escarpment along the northern edge of the VRA. There are areas of open access land including at Parsonage Common and West Tilbury Marshes. Existing overhead lines (including the YYJ and ZB overhead lines) run north from Tilbury Substation across the VRA. A railway line crosses the VRA to the east of Tilbury.

13.11.100 The VRA is part of a large scale landscape with some open views across flat farmland towards an industrial and urban fringe, including numerous overhead lines and wind turbines. Views within the settlement of Tilbury are generally contained by buildings and vegetation.

Community, Recreation and Road Users Within the VRA

- People living and moving around the settlement of Tilbury and smaller, scattered settlements including along the Chadwell escarpment
- People using the network of local PRoW along the Chadwell escarpment and common land / open access land

- People travelling along the A126, Fort Road and other local lanes which cross the VRA.

Viewpoints

13.11.101 There are no viewpoints within the VRA.

Sensitivity

13.11.102 In the VRA, residential receptors and recreational receptors using PRoW and common land / open access land, are of high susceptibility to linear energy infrastructure. Road users are of medium susceptibility (noting that road users on A roads will be less susceptible). Views from within the VRA are generally not associated with any designated landscapes, landmarks or promoted views and are of local / community value.

13.11.103 Considering the judgements of susceptibility and value, overall sensitivity is judged to range between **low** and **high**.

Assessment of Effects

Construction

13.11.104 There would be no construction activity within the VRA. Construction of Tilbury North Substation and the proposed new overhead line would be over 2 km to the north of the VRA at its closest point and is not likely to be perceptible from the VRA due to the intervening landform and other existing infrastructure. Construction works including realignment of the existing YYJ and ZB overhead lines and CSE compounds associated with these works would be seen on the skyline in views to the north, although would be seen in the context of existing infrastructure.

13.11.105 It is judged that there would be no magnitude of effect and therefore **no effect (not significant)** on the VRA.

Operation Year 1 (Without Mitigation)

13.11.106 The ZTV shown on Figure 13.8: ZTV of Proposed 400 kV Overhead Line (heat mapping/number of structures theoretically visible) (document reference 6.13.F8) indicates theoretical visibility of up to 52 pylons in the East Tilbury Marshes, although seen at a distance of over 3 km. Limited to no theoretical visibility is shown within Tilbury.

13.11.107 There would be no direct effects on the VRA. Tilbury North Substation and the proposed new overhead line would be over 2 km to the north of the VRA at its closest point. These elements would not be perceptible from the VRA due to the intervening landform and other existing infrastructure. The realignment of the existing YYJ and ZB overhead lines would be seen on the skyline in views to the north. However, these would be changes to existing infrastructure.

13.11.108 It is judged that there would be no magnitude of effect and therefore **no effect (not significant)** on the VRA.

Mitigation

13.11.109 No additional mitigation is proposed within the VRA.

Operation Year 15 (With Mitigation)

13.11.110 The effects of the Project would remain as in Operation Year 1. There would be no magnitude of effect and therefore **no effect (not significant)**.

Assessment Summary

13.11.111 Table A13.3.80 summarises the sensitivity and assessment judgements for H9 Tilbury Marshes.

Table A13.3.80 Visual assessment summary for VRA H9 Tilbury Marshes (Sensitivity: low to high)

Phase	Visual Receptors	Within 0.5 km	Between 0.5-1.5 km	Beyond 1.5 km
Construction	**Magnitude**	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 km	None
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 km	No effect (not significant)
Operation Year 1	**Magnitude**	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 km	None
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 km	No effect (not significant)
Operation Year 15	**Magnitude**	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 km	None
	Significance	N/A, as VRA is not within 0.5 km	N/A, as VRA is not within 0.5 km	No effect (not significant)

13.12 Assessment of Effects on Routes

13.12.1 Sequential visual effects are assessed through considering the likely effects of the Project on long distance walking and cycling routes within the Study Area. The assessment of effects on sequential views from these routes is set out below.

Boudicca Way

Description and Sensitivity of Receptor

13.12.2 The Boudicca Way is a long-distance route which passes through South Norfolk and the Waveney Valley, between Norwich and Diss. It runs broadly parallel to the old Roman 'Pye' Road (the A140) following PRoW and minor roads. The route is approximately 1 km from the Order Limits at its closest point.

13.12.3 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.4 Within the Study Area the Boudicca Way passes through three areas: through the valley of the River Tas at the remains of Venta Icenorum Roman Town at Caistor St

Edmund; north of Tasburgh in the Tas Valley; and through the eastern part of Diss within the Waveney Valley. At Venta Icenorum the Order Limits would be around 1 km to the west, at Dunston Hills. There are elevated views across the Tas Valley towards existing overhead lines entering Norwich Main Substation from this section of the route, filtered and screened by intervening vegetation. At Tasburgh the Order Limits would be around 2 km to the north-west where there are also views across the wooded Tas Valley. In the Waveney Valley to the east of Diss the Order Limits would be around 2.5 km to the north-west and south-west. Views in the direction of the Order Limits are largely screened and filtered by buildings and vegetation.

Representative Viewpoints

- Viewpoint 1.16: Chandler Road / Boudicca Way, south of Caistor St Edmund – see Figure 7.12.F16 (document reference 7.12)
- Viewpoint 1.17: Grove Lane / Boudicca Way, near Tasburgh Hill Fort – see Figure 7.12.F17 (document reference 7.12).

Effects during Construction

13.12.5 At Venta Icenorum there would be open and elevated views towards construction activity at a distance of between 1 km and 3 km. Views would be filtered and screened by intervening vegetation at Dunston along the River Tas and along the rail / road corridor. The construction activity would be seen in the context of existing overhead lines around Norwich Main Substation. At Viewpoint 1.16: Chandler Road / Boudicca Way, south of Caistor St Edmund there would be a minor and not significant (adverse) effect during construction.

13.12.6 North of Tasburgh there would be elevated views towards construction activity at a distance of between 2 km and 3 km. Views would be filtered and screened by woodland within the Tas Valley including at Rainthorpe Hall and would be seen in the context of an existing overhead line. At Viewpoint 1.17: Grove Lane / Boudicca Way, near Tasburgh Hill Fort there would be a negligible and not significant effect during construction.

13.12.7 In the Waveney Valley east of Diss landform would screen views towards construction activity with the exception of a small area to the north of Frenze Hall, where construction activity would be seen at a distance of 3 km. Vegetation along the river and field boundaries would filter views in this location. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.8 Effects on visual receptors on the Boudicca Way would range from **minor and not significant (adverse)** to **no effect (not significant)**.

Operation Year 1 (without mitigation)

13.12.9 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be theoretical visibility from parts of the route within the Study Area, including at Venta Icenorum and Tasburgh. East of Diss there is limited theoretical visibility due to screening by landform and buildings in the settlement.

13.12.10 At Venta Icenorum there would be open and elevated views towards the proposed overhead line on the skyline, seen in the context of existing overhead lines around

Norwich Main Substation. Vegetation at Dunston would filter and screen outward views from the route between Venta Icenorum and Upper Stoke. At Viewpoint 1.16: Chandler Road / Boudicca Way, south of Caistor St Edmund there would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.11 North of Tasburgh there would be elevated views towards the proposed overhead line, seen in the context of an existing overhead line. Views would be largely screened from the Boudicca Way as it runs along Saxlingham Lane. Although theoretical visibility is indicated along Grove Lane and on the footpath between Saxlingham Lane and the A140, vegetation in the Tas Valley would likely filter and screen views towards the Project in these locations. At Viewpoint 1.17: Grove Lane / Boudicca Way, near Tasburgh Hill Fort there would be a negligible and not significant effect at Operation Year 1.

13.12.12 In the Waveney Valley east of Diss views towards the Project would be largely screened by the intervening landform and buildings in Diss. Where theoretical visibility is indicated north of Frenze Hall, views would be filtered by vegetation along the river and field boundaries and seen in the context of an existing overhead line. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.13 Effects on visual receptors on the Boudicca Way would range from **minor and not significant (adverse)** to **no effect (not significant)**.

Operation Year 15 (with mitigation)

13.12.14 Proposed landscape mitigation within the Environmental Area at Norwich Main Substation is not likely to be perceptible due to intervening layers of vegetation which screen/filter Norwich Main Substation. The assessment would remain the same as Operation Year 1: **minor and not significant (adverse)** to **no effect (not significant)**.

Angles Way

Description and Sensitivity of Receptor

13.12.15 The Angles Way is a long-distance route between Great Yarmouth and Thetford. Within the Study Area it follows the Waveney Valley between Frenze in the east and Bressingham Fen in the west. The route is crossed by the Order Limits between Doit Bridge and Roydon Fen.

13.12.16 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.17 Within the Study Area the Angles Way follows PRoW and minor roads between Bressingham Fen in the west and Frenze Hall in the east.

13.12.18 Between Bressingham Fen and Wortham Ling the route crosses the undulating plateau to the south of the Waveney Valley. The route follows minor roads, field boundaries and the edges of woodland. There are open views across large arable fields with some trees on the horizon. There are occasional longer views to the north-east in the direction of the Order Limits, looking across the Waveney Valley from

open fields. Elsewhere views are often filtered by roadside and field boundary vegetation and woodland.

13.12.19 North of Wortham Ling, the route crosses farmland on the north side of the Waveney Valley. The route then follows a minor road north of Roydon Fen before passing through the settlement of Diss. Woodland within Wortham Ling and Roydon Fen provide some filtering of views. At Diss the Angles Way joins the Boudicca Way, before separating again at Frenze Hall, where there are views across relatively flat fields with hedgerow trees.

Representative Viewpoints

- Viewpoint 1.21: PRoW north of Roydon Fen (Roydon South Norfolk FP15) (nearby) – see Figure 7.12.F21 (document reference 7.12)
- Viewpoint 1.22: Doit Lane, near Roydon – see Figure 7.12.F22 (document reference 7.12).

Effects during Construction

13.12.20 At Doit Lane there would be close views towards construction activity at a distance of between 0.2 and 0.6 km. Views would be partially filtered by intervening hedgerows and trees, but construction activity would be prominent in views. At Viewpoint 1.22 Doit Lane, near Roydon there would be a major and significant (adverse) effect during construction.

13.12.21 At Roydon Fen there would be close to medium distance views towards construction activity to the west. Views would be partially filtered by hedgerows and woodland within Roydon Fen. At Viewpoint 1.21 PRoW near Roydon Fen there would be a moderate and significant (adverse) effect during construction.

13.12.22 In the Waveney Valley east of Diss landform would screen views towards construction activity with the exception of a small area to the north of Frenze Hall, where construction activity would be seen at a distance of 3 km. Vegetation along the river and field boundaries would filter views in this location. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.23 Effects on visual receptors on the Angles Way would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 1 (without mitigation)

13.12.24 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be limited theoretical visibility from most of the route due to screening by landform and vegetation, and east of Diss due to buildings in the settlement.

13.12.25 At Doit Lane there would be close views to the proposed overhead line, which would be prominent. Roadside and field boundary vegetation would filter the lower portions of the proposed pylons. At Viewpoint 1.22: Doit Lane, near Roydon there would be a moderate-major and significant (adverse) effect at Operation Year 1.

13.12.26 At Roydon Fen there would be filtered views of the proposed overhead line crossing the Waveney Valley to the west. Intervening layers of vegetation would screen the lower portions of the proposed pylons. The proposed overhead line would be seen

above the tree line to the south and south-west. At Viewpoint 1.21: PRoW near Roydon Fen there would be a moderate and significant effect at Operation Year 1.

13.12.27 In the Waveney Valley east of Diss views towards the Project would be largely screened by the intervening landform and buildings in Diss. Where theoretical visibility is indicated north of Frenze Hall, views would be filtered by vegetation along the river and field boundaries and seen in the context of an existing overhead line. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant).

13.12.28 Effects on visual receptors on the Angles Way would range from **moderate-major and significant (adverse)** to **no effect (not significant)**.

Operation Year 15 (with mitigation)

13.12.29 There are no additional mitigation measures proposed along the route of the Angles Way. The assessment would remain the same as Operation Year 1: **moderate-major and significant (adverse)** to **no effect (not significant)**.

Middy Railway Footpath

Description and Sensitivity of Receptor

13.12.30 The Middy Railway Footpath is a long-distance walking route within Mid Suffolk District. The route starts at Haughley Junction, where the Great Eastern Main Line and Ipswich to Ely Line railways meet. It roughly follows the route of the former Mid-Suffolk Light Railway, finishing at the Old Station Yard, Wetheringsett. It follows minor roads and PRoW, crossing the A140 in the east. The route is crossed by the Order Limits on Wimble Lane south-west of Mendlesham.

13.12.31 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.32 Within the Study Area the Middy Railway Footpath runs between the B1113 Finningham Road in the west and a minor road east of Mendlesham in the east. In the west, east of the B1113 Finningham Road the footpath is between 1-3 km from the Order Limits. Views are across large open arable fields, bounded by intact hedgerows and occasional hedgerow trees. Along Wimble Lane, which is crossed by the Order Limits, views are also across large arable fields towards a wooded horizon. East of Mendlesham views towards woodland blocks and hedgerow trees filter longer distance views towards the Order Limits which are 1.8 km to the west.

Representative Viewpoints

- Viewpoint 2.11: Middy Railway Footpath near Stonham Road – see Figure 7.12.F32 (document reference 7.12).

Effects during Construction

13.12.33 In the west of the Study Area between Finningham Road and Gipping views towards the construction activity would be at a distance of between 1 and 3 km and would be largely screened by the wooded horizon. Views would be seen in the context of an

existing 132 kV overhead line. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect during construction.

13.12.34 On Wimble Lane construction activity would be visible in open, close views where the Project would cross the Middy Railway Footpath. At Viewpoint 2.11: Middy Railway Footpath near Stonham Road there would be a major and significant (adverse) effect during construction.

13.12.35 Between Hoggars Road and Mendlesham construction activity would be seen in middle distance views, in the context of existing overhead lines. Construction activity would be partially filtered by vegetation. The scale of change would be medium, and the magnitude of effect would be medium. There would be a moderate and significant (adverse) effect during construction.

13.12.36 In Mendlesham and east of Mendlesham the construction activity would be largely screened by vegetation and buildings in the settlement. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant effect during construction.

13.12.37 Effects on visual receptors on the Middy Railway Footpath would range from **major and significant (adverse)** to **negligible and (not significant)**.

Operation Year 1 (without mitigation)

13.12.38 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be theoretical visibility from much of the route within the Study Area. South of Mendlesham there is limited theoretical visibility due to screening by landform and buildings in the settlement.

13.12.39 In the west around Finningham Road and Gipping there would be views in the distance towards the proposed overhead line, seen above the tree line and in the context of an existing overhead line. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.40 On Wimble Lane the Project would be visible in open, close views including where the proposed overhead line would cross the Middy Railway Footpath. At Viewpoint 2.11: Middy Railway Footpath near Stonham Road there would be a major and significant (adverse) effect at Operation Year 1.

13.12.41 Between Hoggars Road and Mendlesham the proposed overhead line would be visible in gaps in the vegetation. The proposed pylons would not exceed the height of the tree line and would be seen in the context of existing overhead lines. The scale of change would be medium, and the magnitude of effect would be medium. There would be a moderate and significant (adverse) effect during Operation Year 1.

13.12.42 In Mendlesham and east of Mendlesham the Project would be largely screened by vegetation and buildings in the settlement. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant effect during Operation Year 1.

13.12.43 Effects on visual receptors on the Middy Railway Footpath would range from **major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.44 There are no additional mitigation measures proposed along the route of the Middy Railway Footpath. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **negligible and not significant (adverse)**.

Mid Suffolk Footpath

Description and Sensitivity of Receptor

13.12.45 The Mid Suffolk Footpath is a long-distance path which runs along the valleys of the rivers Dove and Gipping through Eye, Thorndon and Mendlesham. It starts north-west of Stowmarket from the Eden Nurseries and ends at the River Waveney where it joins the Angles Way, following minor roads, tracks and PRoW. The route is crossed by the Order Limits south-west of Mendlesham Green.

13.12.46 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.47 Within the Study Area the Mid Suffolk Footpath crosses farmland and passes through Mendlesham Green, Mendlesham and Thwaite. In the west of the Study Area the route is 2-3 km from the Order Limits where there are open views across arable farmland with some undulating topography on the slopes of the River Gipping Valley. Hedgerows and hedgerow trees providing some filtering of long distance views. East of Gipping Road, where the Order Limits would cross the footpath, views are open across flat arable farmland, with Gipping Great Wood providing a wooded horizon to the west. Between Mendlesham Green and Mendlesham, where the Order Limits would be 2-2.5 km to the west, views are over arable fields with trees and hedgerow boundaries restricting longer distance views. At Thwaite, where the Order Limits would be 2.9 km to the west, views are enclosed by roadside vegetation.

Representative Viewpoints

- Viewpoint 2.12: Mid Suffolk Footpath / Gipping Road, west of Saxham Street – see Figure 7.12.F33 (document reference 7.12)
- Viewpoint 2.35: Mid Suffolk Footpath north of Tan Office – see Figure 7.12.F54 (document reference 7.12)
- Viewpoint 2.41: Mid Suffolk Footpath near Mendlesham Green – see Figure 7.12.F59 (document reference 7.12)
- Viewpoint 2.53: Mid Suffolk Footpath near Mendlesham – see Figure 7.12.F71 (document reference 7.12).

Effects during Construction

13.12.48 In the west between Stowupland and Saxham Street there would be partially filtered views towards construction activity. Ground-level activity would be screened by intervening vegetation. At Viewpoint 2.12: Mid Suffolk Footpath / Gipping Road, west of Saxham Street there would be a moderate and significant (adverse) effect during construction.

13.12.49 Around Gipping Road / Old Hundred Lane, where the Order Limits cross the route, there would be open, close views to the construction activity. Woodland and hedgerow vegetation would provide some backclothing of construction work. At Viewpoint 2.41: Mid Suffolk Footpath near Mendlesham Green there would be a major and significant (adverse) effect during construction.

13.12.50 Between Mendlesham Green and Mendlesham there would be long distance views towards construction activity, between 2 and 2.5 km away. Intervening vegetation would screen many of the ground-level construction activities. At Viewpoint 2.35: Mid Suffolk Footpath north of Tan Office there would be a minor and not significant (adverse) effect and at Viewpoint 2.53: Mid Suffolk Footpath near Mendlesham there would also be a minor and not significant (adverse) effect during construction.

13.12.51 Between Mendlesham and Thwaite construction activity would be between 2 and 3 km away and would often be screened by intervening vegetation and topography. There would be occasional views of taller construction activity seen in gaps in vegetation in the distance. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect during construction.

13.12.52 Effects on visual receptors on the Mid Suffolk Footpath would range from **major and significant (adverse)** to **minor and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.53 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be limited theoretical visibility in the west of the Study Area, and greater theoretical visibility within 1 km of the Project. Theoretical visibility is shown south of Thwaite; however, this is likely to be heavily filtered by hedgerows and hedgerow trees.

13.12.54 In the west between Stowupland and Saxham Street there would be partially filtered views towards the proposed overhead line, although these would be filtered by hedgerows in views north. Although existing electricity infrastructure is in the view, the proposed overhead line would be at a much larger scale. At Viewpoint 2.12: Mid Suffolk Footpath / Gipping Road, west of Saxham Street there would be a moderate and significant (adverse) effect during Operation Year 1.

13.12.55 Around Gipping Road / Old Hundred Lane, where the Order Limits cross the route, there would be open, close views to the proposed overhead line as well as longer distance views as the proposed overhead line continues to the south-west. Woodland and hedgerows would provide some backclothing of the lower portions of the proposed pylons. At Viewpoint 2.41: Mid Suffolk Footpath near Mendlesham Green there would be a major and significant (adverse) effect at Operation Year 1.

13.12.56 Between Mendlesham Green and Mendlesham there would be long distance views towards the proposed overhead line, between 2 and 2.5 km away. Intervening vegetation would screen many of the proposed pylons, with several visible above the tree line. At Viewpoint 2.35: Mid Suffolk Footpath north of Tan Office there would be a minor and not significant (adverse) effect and at Viewpoint 2.53: Mid Suffolk Footpath near Mendlesham there would also be a minor and not significant (adverse) effect at Operation Year 1.

13.12.57 Between Mendlesham and Thwaite the proposed overhead line would be between 2 and 3 km away and would often be screened by intervening vegetation and

topography. There would be occasional views of the tops of the proposed pylons seen in gaps in vegetation in the distance. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.58 Effects on visual receptors on the Mid Suffolk Footpath would range from **major and significant (adverse)** to **minor and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.59 There are no additional mitigation measures proposed along the route of the Mid Suffolk Footpath. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **minor and not significant (adverse)**.

Gipping Valley River Path

Description and Sensitivity of Receptor

13.12.60 The Gipping Valley River Path is a long-distance walking route that runs along the banks of the River Gipping. It starts in Stowmarket, passes through Needham Market and ends in the centre of Ipswich. The route is crossed by the Order Limits near Creeting Hall, between Stowmarket and Needham Market.

13.12.61 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.62 Within the Study Area the Gipping Valley River Path passes through the industrial south-eastern edge of Stowmarket, crossing under the A1120 and the Great Eastern Main Line. The Order Limits would be over 1.8 km from the path through Stowmarket. Views are contained by riparian vegetation and the surrounding industrial buildings and transport infrastructure. The path runs across farmland between Stowmarket and Needham Market, where the Order Limits would cross the route. Views are more open, although riparian vegetation and woodland along the river corridor provide some filtering of long distance views. East of the Order Limits the route continues to follow the river as it runs to the north of the railway line and Needham Market. Views from the Gipping Valley River Path are more restricted by riparian vegetation here, especially around Needham Lake, which is around 2 km from the Order Limits.

13.12.63 The Gipping Valley River Path re-enters the Study Area to the east of Bramford and continues to the south of Sproughton, where it would be between 0.6 -2.8 km from the Order Limits. Views within this section of the route are restricted by the dense riparian vegetation along the edge of the river.

Representative Viewpoints

- Viewpoint 2.28: Gipping Valley Path near Creeting Hall – see Figure 7.12.F49 (document reference 7.12).

Effects during Construction

13.12.64 Within the industrial edge of Stowmarket views towards construction activity, over 1.8 km to the east, would be screened by mature riparian vegetation, industrial

buildings and transport infrastructure. Where visible, the construction activity would be seen within this urban context. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during construction.

13.12.65 Between Stowmarket and Needham Market construction activity would be visible in close views, where the Project would cross the Gipping Valley River Path. There would be close up views towards the construction of pylons and movement of machinery and vehicles. There would be some filtering by riparian vegetation and woodland along the river corridor and construction activity would be seen in the context of the Great Eastern Main Line railway. At Viewpoint 2.28: Gipping Valley Path near Creeting Hall there would be a moderate-major and significant (adverse) effect during construction.

13.12.66 As the route continues to the north of Needham Market and around Needham Lake, there would be filtered views towards construction activity at a distance of 1 to 3 km. Views would be filtered by riparian vegetation along the river corridor and construction activity would be seen in the context of the Great Eastern Mainline Railway and the urban edge of Needham Market. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during construction.

13.12.67 At Bramford and Sproughton construction activity would be at its closest 0.6 km from the PAR along Bullen Lane. Construction traffic travelling along the PAR is unlikely to affect the views from the Gipping Valley River Path and would largely be screened by riparian vegetation and buildings at Bramford and Sproughton. Between Bramford and Sproughton there may be views of the undergrounding of the existing 132 kV overhead line. These would be largely filtered by riparian vegetation and would be seen in context with the existing overhead lines and Bramford Substation. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect during construction.

13.12.68 Effects on visual receptors on the Gipping Valley River Path would range from **moderate-major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.69 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be limited theoretical visibility across the route within the Study Area.

13.12.70 Within the industrial edge of Stowmarket views towards the Project, over 1.8 km to the east, would be screened by mature riparian vegetation, industrial buildings and transport infrastructure. Where visible, the proposed overhead line would be seen within this urban context, and a number of existing overhead lines. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during Operation Year 1.

13.12.71 Between Stowmarket and Needham Market the Project would be prominent in close views, especially within around 1 km of where the proposed overhead line would cross the route. Riparian vegetation and woodland along the river corridor would provide some filtering of views. The proposed overhead line would be seen in the context of the Great Eastern Main Line railway. At Viewpoint 2.28: Gipping Valley

Path near Creeting Hall there would be a moderate-major and significant (adverse) effect during Operation Year 1.

13.12.72 As the route continues to the north of Needham Market and around Needham Lake, there would be filtered views towards the Project at a distance of 1-3 km. Views would be filtered by riparian vegetation along the river corridor and, where visible, the proposed overhead line would be seen in the context of the Great Eastern Mainline Railway and urban edge of Needham Market. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during Operation Year 1.

13.12.73 At Bramford and Sproughton the Project would be at a distance of 2-3 km. There would be occasional filtered views towards the Project, which would be seen in the context of existing overhead lines and Bramford Substation. Part of the closest 132 kV overhead line would have been removed and undergrounded as part of the Project, which would be a positive change in the view. There would be a minor and not significant (adverse) effect during Operation Year 1.

13.12.74 Effects on visual receptors on the Gipping Valley River Path would range from **moderate-major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.75 There are no additional mitigation measures proposed along the route of the Gipping Valley River Path. The assessment would remain the same as Operation Year 1: **moderate-major and significant (adverse)** to **negligible and not significant (adverse)**.

Hadleigh Railway Walk

Description and Sensitivity of Receptor

13.12.76 Hadleigh Railway Walk is a traffic-free cycle route along the former Hadleigh Railway, which connected Hadleigh to the Great Eastern Main Line. The route runs through Hadleigh and Raydon Great Wood and is 0.4 km west of the Order Limits at its nearest point.

13.12.77 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.78 Within the Study Area the Hadleigh Railway Walk passes to the west of and through Raydon Great Wood and ends at Woodlands Road. The route is well-wooded and vegetated along its length, with outward views restricted by Raydon Great Wood.

Representative Viewpoints

13.12.79 There are no representative viewpoints on the Hadleigh Railway Walk.

Effects during Construction

13.12.80 Although the Hadleigh Railway Walk would be 0.4 km from construction activity at its closest point, construction would be screened from view by Raydon Great Wood. The

scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction for visual receptors on the Hadleigh Railway Walk.

Operation Year 1 (without mitigation)

13.12.81 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be no theoretical visibility from the route within the Study Area.

13.12.82 There would be **no effect (not significant)** on visual receptors on the Hadleigh Railway Walk.

Operation Year 15 (with mitigation)

13.12.83 Proposed landscape mitigation within the Environmental Area at Wenham Grove CSE Compound is not likely to be perceptible due to screening from Raydon Great Wood. The assessment would remain the same as Operation Year 1: **no effect (not significant)**.

Essex Way

Description and Sensitivity of Receptor

13.12.84 The Essex Way is a long distance path running through the county from Epping outside the M25 to Harwich on the coast. It passes through Dedham Vale National Landscape. The Essex Way crosses gently undulating farmland, through or near many historic villages. The Order Limits cross the Essex Way in seven places – west of Langham, north of Horkesley Heath, at Fordstreet in the Colne Valley, at East Gores, south of White Notley, at Fuller Street and south of Great Leighs by Pork Hall Lane.

13.12.85 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.86 The Essex Way passes through approximately 44 km of the Study Area. It first enters the Study Area east of Pleshey along the Walthambury Brook, before running north of Great Waltham, through Langley's Park and heading towards Chatham Green. Views are across relatively flat farmland with intact hedgerows and mature hedgerow trees. This section of the Essex Way is between 0.5 and 2 km from the Order Limits. It crosses the A131 south of Great Leighs and crosses the Order Limits by Pork Hall Lane. Views are enclosed by riparian vegetation along Straw Brook. The Essex Way continues east to Fuller Street, where it is crossed again by the Order Limits. There are views across large relatively flat arable fields towards farmland and woodland, at a distance of 0.5 km from the Order Limits. The route continues to the west of Terling where buildings and vegetation filter and screen views at a distance of 2 km from the Order Limits.

13.12.87 The route is crossed by the Order Limits between Fairstead and White Notley along Pink Lane and runs parallel to the footpath for a short distance. There are views across a relatively open and flat arable landscape with hedgerows and trees. The Essex Way then turns north to run east of White Notley, where it follows the course of

the River Brain. Views are enclosed by riparian woodland. The footpath crosses the Great Eastern Main Line and runs towards Cressing, where there are views across a relatively flat farmed landscape with intact hedgerows and trees at a distance of 2 km to the Order Limits. The route follows the River Blackwater to Coggeshall where views are enclosed by riparian vegetation along the river valley (except for between Nunns Bridge and Grange Farm where the route is within farmland) and at a distance of 1.5 km from the Order Limits. The route runs through the centre of Coggeshall and then turns east, where it is crossed by the Order Limit at Broad Green and again at East Gores. Views are across a relatively flat farmed landscape with intact hedgerows and woodland which limit views to immediate fields.

13.12.88 The Essex Way passes through Great Tey and then follows the River Colne, where the landform is lower-lying and riparian vegetation encloses views. At Fordstreet the Order Limits cross the Essex Way, and there are views over the open access land, with riparian vegetation providing some filtering of views to the south and east. The route continues along the River Colne floodplain before turning east into West Bergholt, where it is 2 km from the Order Limits and views are enclosed by buildings and vegetation within the village. Between West Bergholt and Horkesley Heath views are enclosed due to the surrounding woodland blocks. East of Great Horkesley the Order Limits cross the Essex Way on Broad Lane, where views are across a relatively flat landscape with woodland curtailing long distance views. The route enters the Dedham Vale National Landscape at Horkesley Green, 2.5 km from the Order Limits, where dense hedgerows screen outward views. The Essex Way is crossed by the Order Limits west of Langham, where views are enclosed by woodland at Langham and along the River Stour. The route continues through Dedham, and exits the Study Area at Lawford, 3 km from the Order Limits.

13.12.89 Representative Viewpoints

- Viewpoint 3.19: Essex Way / Mill Hill, west of Lawford – see Figure 7.12.F86 (document reference 7.12)
- Viewpoint 3.26: Essex Way, near Langham Hall – see Figure 7.12.F93 (document reference 7.12)
- Viewpoint 4.03: Broad Lane / Essex Way, east of Great Horkesley – see Figure 7.12.F101 (document reference 7.12)
- Viewpoint 4.24: Essex Way near Fordstreet – see Figure 7.12.F121 (document reference 7.12)
- Viewpoint 4.25: Essex Way, Mill Road, south of Fordham – see Figure 7.12.F122 (document reference 7.12)
- Viewpoint 4.26: Essex Way, East Gores – see Figure 7.12.F123 (document reference 7.12)
- Viewpoint 4.28: Essex Way near Poole's Farm – see Figure 7.12.F125 (document reference 7.12)
- Viewpoint 4.32: Essex Way, west of Teybrook Farm – see Figure 7.12.F129 (document reference 7.12)
- Viewpoint 4.36: Green Lane / Essex Way, Horkesley Green – see Figure 7.12.F133 (document reference 7.12)

- Viewpoint 4.38: Essex Way, West Bergholt – see Figure 7.12.F135 (document reference 7.12)
- Viewpoint 5.08: Fairstead Hall Road, Fairstead – see Figure 7.12.F143 (document reference 7.12)
- Viewpoint 5.14: Essex Way south of Coggeshall – see Figure 7.12.F149 (document reference 7.12)
- Viewpoint 5.15: Essex Way south-east of White Notley – see Figure 7.12.F150 (document reference 7.12)
- Viewpoint 5.16: Essex Way near Troy's Hall, north-east of Fairstead – see Figure 7.12.F151 (document reference 7.12)
- Viewpoint 5.19: PRoW north of Gambles Green (Terling 15) – see Figure 7.12.F154 (document reference 7.12). While not on the Essex Way, the view is representative of the route
- Viewpoint 6.02: Essex Way, west of Fuller Street – see Figure 7.12.F158 (document reference 7.12)
- Viewpoint 6.03: Essex Way, Chatham Green – see Figure 7.12.F159 (document reference 7.12)
- Viewpoint 6.18: Langley's Park, north of Great Waltham – see Figure 7.12.F174) (document reference 7.12). While not on the Essex Way, the view is representative of the route.

Effects during Construction

13.12.90 In the south-west between Walthambury Brook, Great Waltham, Chatham Green and Little Leighs views from the Essex Way towards construction activity would be filtered and screened by intervening vegetation, although some taller elements of construction activity would be visible on the skyline. At Viewpoint 6.03: Essex Way, Chatham Green there would be a minor-moderate and not significant (adverse) effect during construction. At Viewpoint 6.18: Langley's Park, north of Great Waltham there would be a minor and not significant (adverse) effect during construction.

13.12.91 Along the Straw Brook and at Fuller Street there would be close views towards construction activity, particularly where the Order Limits cross the Essex Way. At Viewpoint 6.02: Essex Way, west of Fuller Street there would be a major and significant (adverse) effect during construction.

13.12.92 Between Sandy Wood, east of Fuller Street and the south of Fairstead views towards construction activity would be filtered by intervening vegetation, hedgerows and trees. Views towards construction activity at a distance of 1-2 km would be seen in the context of existing overhead lines. At Viewpoint 5.19: PRoW north of Gambles Green (Terling 15) there would be a minor and not significant (adverse) effect during construction.

13.12.93 At Fairstead the construction activity would be visible 0.6 km to the north and would include the construction of a section of underground cabling and associated Fairstead (EACN Side) and Fairstead (Tilbury Side) CSE compounds. Construction activity would be seen with some filtering from hedgerows and trees and in the context of an existing overhead line. At Viewpoint 5.08: Fairstead Hall Road,

Fairstead there would be a moderate-major and significant (adverse) effect during construction.

13.12.94 Between Fairstead and White Notley construction activity would cross the footpath, and run along the footpath at Pink Lane, where there would be close views towards the construction of pylons and movement of machinery and vehicles, including along Pink Lane. There would also be views to the construction of the Fairstead (EACN Side) and Fairstead (Tilbury Side) CSE compounds to the west. Some views would be filtered by trees; however, the open landscape would mean the construction activity would still be prominent. At Viewpoint 5.16: Essex Way near Troy's Hall, north-east of Fairstead there would be a major and significant (adverse) effect during construction. At Viewpoint 5.15: Essex Way south-east of White Notley there would be a moderate and significant (adverse) effect during construction.

13.12.95 Between White Notley, following the River Blackwater and south of Coggeshall, construction activity would be visible at a distance of 1.5 to 3 km, and would be largely screened by hedgerows, trees, woodland and riparian vegetation. At Viewpoint 5.14: Essex Way south of Coggeshall there would be a minor and not significant (adverse) effect during construction.

13.12.96 Between Coggeshall and Great Tey the Order Limits would cross the footpath in two locations, and there would be close views of construction activities including the erection of pylons and movement of machinery and vehicles. At Viewpoint 4.26: Essex Way, East Gores there would be major and significant (adverse) effects during construction.

13.12.97 Between Great Tey and the Colne Valley construction activity between 0.5 km and 2 km would be screened and filtered by hedgerows, trees and riparian vegetation. Taller elements of construction would be seen above the tree line. At Viewpoint 4.32: Essex Way, west of Teybrook Farm there would be minor-moderate and significant (adverse) effects during construction.

13.12.98 At Fordstreet construction activity would be visible in close views, with some filtering of views by riparian vegetation. The Order Limits cross the Essex Way, and there are views over the open access land, with riparian vegetation providing some filtering of views to the south and east. At Viewpoint 4.24: Essex Way near Fordstreet and Viewpoint 4.25: Essex Way, Mill Road, south of Fordham there would be major and significant (adverse) effects during construction.

13.12.99 Between West Bergholt and Horkesley Heath views towards construction activity would be limited by landform in places and at a distance of 2.5 km to 3 km. Intervening woodland would further filter and screen views. At Viewpoint 4.28: Essex Way near Poole’s Farm and Viewpoint 4.38: Essex Way, West Bergholt there would be minor and not significant (adverse) effects during construction.

13.12.100 To the east of Great Horkesley there would be close views of the construction of the underground cable, Great Horkesley (EACN side) CSE compound and proposed pylons. There would also be movement of machinery and vehicles, including along a new access track which also crosses over the footpath. For 1 km either side of this activity the construction activity would be prominent, partially filtered by woodland and trees in places. At Viewpoint 4.03: Broad Lane / Essex Way, east of Great Horkesley there would be a major and significant (adverse) effect during construction.

13.12.101 From Green Lane where the Essex Way enters the Dedham Vale National Landscape views towards construction activity would be screened by woodland and where glimpsed would be at a distance of 2.5 km to 3 km. At Viewpoint 4.36: Green

Lane / Essex Way, Horkesley Green there would be a minor and not significant (adverse) effect during construction.

13.12.102 West of Langham the construction of the underground cable would be visible in close views over approximately 1 km of the Essex Way. Although views in this location are wooded, there would be close views of the construction activity and so the scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect during construction.

13.12.103 Between the east of Langham, Dedham and at Lawford Park landform would restrict visibility of construction activity. Intervening woodland would further restrict views, at a distance of 2.5 to 3 km. Buildings within Lawford would screen views towards construction activity as the route runs through this settlement. At Viewpoint 3.26: Essex Way, near Langham Hall there would be a minor and not significant (adverse) effect during construction, and at Viewpoint 3.19: Essex Way / Mill Hill there would be a minor-moderate and not significant (adverse) effect during construction.

13.12.104 Effects on visual receptors on the Essex Way would range from **major and significant (adverse)** to **minor and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.105 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be theoretical visibility across much of the Essex Way within the Study Area. Limited theoretical visibility is indicated at Walthambury Brook, Langleys Park, Little Leighs, Terling, Great Tey, the Colne Valley, West Bergholt, Horkesley Heath and Boxted.

13.12.106 In the south-west between Walthambury Brook, Great Waltham, Chatham Green and Little Leighs views from the Essex Way towards the Project would be filtered by intervening vegetation, although pylons would be visible on the skyline. At Viewpoint 6.03: Essex Way, Chatham Green there would be a moderate and significant (adverse) effect at Operation Year 1. At Viewpoint 6.18: Langley's Park, north of Great Waltham there would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.107 Along the Straw Brook and at Fuller Street there would be close to middle distance views towards the Project, particularly around Pork Hall Lane where the proposed pylons would cross the Essex Way. At Viewpoint 6.02: Essex Way, west of Fuller Street an existing overhead line would have been undergrounded, and there would be a moderate-major and significant (adverse) effect at Operation Year 1.

13.12.108 Between Sandy Wood, east of Fuller Street and the south of Fairstead views towards construction activity would be filtered by intervening vegetation, hedgerows and trees. The Project would be over 2 km from the Essex Way and would be seen in the context of existing overhead lines. At Viewpoint 5.19: PRoW north of Gambles Green (Terling 15) there would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.109 At Fairstead the Project would be seen approximately 1 km to the north and would include proposed pylons and the Fairstead (EACN Side) and Fairstead (Tilbury Side) CSE compounds. The Project would be seen with some filtering from hedgerows and trees and in the context of an existing overhead line. At Viewpoint 5.08: Fairstead Hall Road, Fairstead there would be a moderate-major and significant (adverse) effect at Operation Year 1.

13.12.110 At Viewpoint 5.16: Essex Way near Troy's Hall, north-east of Fairstead there would be a major and significant (adverse) effect at Operation Year 1. At Viewpoint 5.15: Essex Way south-east of White Notley there would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.111 North of White Notley, following the River Blackwater to the south of Coggeshall, the Project would be at a distance of 1.5 to 3 km, and would be largely screened by hedgerows, trees, woodland and riparian vegetation. At Viewpoint 5.14: Essex Way south of Coggeshall there would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.112 Between Coggeshall and Great Tey the proposed pylons would be adjacent to the Essex Way. At Viewpoint 4.26: Essex Way, East Gores there would be major and significant (adverse) effects at Operation Year 1.

13.12.113 Between Great Tey and the Colne Valley the Project would be between 0.5 km and 2 km in distance and would be screened and filtered by hedgerows, trees and riparian vegetation. At Viewpoint 4.32: Essex Way, west of Teybrook Farm there would be minor-moderate and significant (adverse) effects at Operation Year 1.

13.12.114 At Fordstreet the Project would be visible in close views, with some filtering of the lower portions of the proposed pylons by riparian vegetation. At Viewpoint 4.24: Essex Way near Fordstreet and Viewpoint 4.25: Essex Way, Mill Road, south of Fordham there would be major and significant (adverse) effects at Operation Year 1.

13.12.115 Between West Bergholt and Horkesley Heath views towards the Project would be limited by landform in places and at a distance of 2.5 km to 3 km. Intervening woodland would further filter and screen views. At Viewpoint 4.28: Essex Way near Poole’s Farm and Viewpoint 4.38: Essex Way, West Bergholt there would be minor and not significant (adverse) effects during Operation Year 1.

13.12.116 To the east of Great Horkesley there would be close views of Great Horkesley (EACN side) CSE compound and proposed pylons. Proposed mitigation planting within the Environmental Area around Great Horkesley (EACN side) CSE compound would be immature at this stage and would not screen or filter views towards the CSE compound or proposed overhead line. At Viewpoint 4.03: Broad Lane / Essex Way, east of Great Horkesley there would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.117 From Green Lane where the Essex Way enters the Dedham Vale National Landscape views towards the Project would be filtered and screened by woodland, at a distance of 2.5 km to 3 km. At Viewpoint 4.36: Green Lane / Essex Way, Horkesley Green there would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.118 West of Langham there would be direct views of loss of vegetation from the construction of the proposed underground cable. Vegetation removed during construction would be reinstated, with the exception of trees located over the underground cable. At Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. There would be a small scale of change and a low magnitude of effect. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.119 Between the east of Langham, Dedham and at Lawford Park landform would restrict visibility of the Project. Intervening woodland would further restrict views, at a distance of 2.5 to 3 km. Buildings within Lawford would screen views towards the

Project as the route runs through this settlement. At Viewpoint 3.26: Essex Way, near Langham Hall there would be a no effect at Operation Year 1, and at Viewpoint 3.19: Essex Way / Mill Hill there would be a minor-moderate and not significant (adverse) effect at Operation Year 1.

13.12.120 Effects on visual receptors on the Essex Way would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 15 (with mitigation)

13.12.121 Proposed mitigation planting within Environmental Areas around Great Horkesley (EACN side) CSE compound and the Fairstead (EACN Side) and Fairstead (Tilbury Side) CSE compounds and the reinstated vegetation associated with the undergrounding will have reached semi-maturity. Growth rates will vary depending on local conditions and the level of filtering will vary seasonally. The mitigation planting at the Environmental Area would screen and filter localised views towards the Project, including towards the CSE compound. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **no effect (not significant)**.

St Edmund Way

Description and Sensitivity of Receptor

13.12.122 The St Edmund Way is a long-distance walking route which crosses Essex and Suffolk. It starts at Brandon and runs through Thetford, Bury St Edmunds, Sudbury and Dedham, ending at Manningtree. The Order Limits cross the St Edmund Way to the west of Stratford St Mary.

13.12.123 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.124 Within the Study Area the St Edmund Way is entirely within the Dedham Vale National Landscape. It shares the route with the Stour Valley Path where it enters the Study Area at Hudson's Lane and runs through Stratford St Mary to the north of Dedham.

13.12.125 Views from Hudson's Lane and Snow Hill are over open farmland with mature hedgerow trees, dropping steeply to the River Box and River Stour between 1.7 to 3 km from the Order Limits. The Order Limits cross the Stour Vally Path in two locations to the west of Stratford St Mary. Views are of large arable fields with mature hedgerows and trees on the river floodplain, while dense riparian vegetation also provides some filtering of views. Between Stratford St Mary and Dedham, the route would be 0.6 to 2.5 km from the Order Limits. Views are more open over the flat floodplain with some riparian vegetation. View towards the Order Limits would be screened by woodland along the A12 and around Langham.

Representative Viewpoints

13.12.126 There are no representative viewpoints on the St Edmund Way.

Effects during Construction

13.12.127 Between Hudson's Lane and the B1068 there would be long distance views from the St Edmund Way to construction activity at a distance of 1.5 to 2.5 km. The construction activity would relate to the construction of the underground cable. At this distance, and with filtering by intervening vegetation there would be a barely perceptible scale of change and a barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect during construction.

13.12.128 Between Langham Mill Lane and Stratford St Mary Lane there would be direct views towards construction activity along the proposed underground cable alignment. Construction activity would also include the construction of drainage ponds and new access bellmouths and the removal of riparian vegetation along the footpath and river corridor. For 1 km to the east and west of where the Order Limits cross the St Edmund Way the construction activity would continue to be prominent in views, with some filtering from vegetation along the river and from small woodland blocks. There would be a large scale of change and a high magnitude of effect. There would be a major and significant (adverse) effect during construction.

13.12.129 East of Stratford St Mary there would be no views towards the construction activity due to the mature woodland at Langham and along the A12. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.130 Effects on visual receptors on the St Edmund Way would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 1 (without mitigation)

13.12.131 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be no theoretical visibility from the St Edmund Way within the Study Area. In these areas the Project would be an underground cable.

13.12.132 Between Hudson's Lane and the B1068 there would be no views to the proposed overhead line, which would be over 5.5 km to the south. The disruption to the landscape due the construction of the underground cable would still be perceptible, but seen in long distance views from 1.5-2.5 km. At this distance, and with filtering by intervening vegetation there would be a barely perceptible scale of change and a barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.133 Between Langham Mill Lane and Stratford St Mary Lane there would be direct views of loss of vegetation from the construction of the underground cable. Vegetation removed during construction would be reinstated, with the exception of trees located over the underground cable. At Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. There would be a medium scale of change and a medium magnitude of effect. There would be minor and not significant (adverse) effect at Operation Year 1.

13.12.134 East of Stratford St Mary there would be no views towards the Project. The underground cable would be over 1.3 km away, and views would be screened by mature woodland at Langham and along the A12. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.135 Effects on visual receptors on the St Edmund Way would range from **minor and not significant (adverse)** to **no effect (not significant)**.

Operation Year 15 (with mitigation)

13.12.136 The reinstated vegetation associated with the underground cable will have reached semi-maturity. Growth rates will vary depending on local conditions and the level of filtering will vary seasonally. The assessment would remain the same as Operation Year 1: **minor and not significant (adverse)** to **no effect (not significant)**.

Stour Valley Path

Description and Sensitivity of Receptor

13.12.137 The Stour Valley Path is a long-distance walking route which follows the route of the River Stour from its source near Newmarket, though Dedham Vale National Landscape to Cattawade where it forms the Stour Estuary. The route is crossed by the Order Limits to the west of Stratford St Mary.

13.12.138 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.139 Within the Study Area the Stour Valley Path is entirely within the Dedham Vale National Landscape. It passes through two parts of the Study Area: between Wormingford, Little Horkesley and Wissington and then re-enters the Study Area at Hudson's Lane and runs through Stratford St Mary to the north of Dedham, where it shares the route with the St Edmund Way. At Wormingford views are enclosed by woodland in the west. There are some longer distance views to the south between Wormingford and Little Horkesley across woodland and farmland towards the Order Limits, which are 2-2.5 km to the south. Views from Hudson's Lane and Snow Hill are over open farmland with mature hedgerow trees, dropping steeply to the River Box and River Stour between 1.7-3 km from the Order Limits. The Order Limits cross the Stour Vally Path in two locations to the west of Stratford St Mary. Views are of large arable fields with mature hedgerows and trees on the river floodplain, while dense riparian vegetation also provides some filtering of views. Between Stratford St Mary and Dedham, the route would be 0.6-2.5 km from the Order Limits. Views are more open over the flat floodplain with some riparian vegetation. View towards the Order Limits would be screened by woodland along the A12 and around Langham.

Representative Viewpoints

- Viewpoint 4.07: School Road / Stour Valley Path, west of Little Horkesley – see Figure 7.12.F105 (document reference 7.12).

Effects during Construction

13.12.140 Where the Stour Valley Path enters the Study Area in the south-west at Wormingford and at Wissington views towards construction activity, 2.5 km away, would be screened by woodland. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.141 Between Wormingford and Little Horkesley there would be elevated long distance views towards construction activity including the construction of pylons and the underground cable 1.6 km to the south. There would be some screening and filtering of this activity by intervening woodland and trees. At Viewpoint 4.07: School Road / Stour Valley Path, west of Little Horkesley there would be a negligible and not significant (adverse) effect during construction.

13.12.142 Between Hudson's Lane and the B1068 there would be long distance views from the Stour Valley Path to construction activity at a distance of 1.5-2.5 km. The construction activity would relate to the construction of the underground cable. At this distance, and with filtering by intervening vegetation there would be a barely perceptible scale of change and a barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect during construction.

13.12.143 Between Langham Mill Lane and Stratford St Mary Lane there would be direct views towards construction activity along the proposed underground cable alignment. Construction activity would also include the construction of drainage ponds and new access bellmouths and the removal of riparian vegetation along the footpath and river corridor. For 1 km to the east and west of where the Order Limits cross the Stour Valley Path the construction activity would continue to be prominent in views, with some filtering from vegetation along the river and from small woodland blocks. There would be a large scale of change and a high magnitude of effect. There would be major and significant (adverse) effect during construction.

13.12.144 East of Stratford St Mary there would be no views towards the construction activity due to the mature woodland at Langham and along the A12. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.145 Effects on visual receptors on the Stour Valley Path would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 1 (without mitigation)

13.12.146 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be limited to no theoretical visibility from the route between Wormingford, Little Horkesley and Wissington and no visibility from Hudson's Lane to Dedham. In these areas the Project would be an underground cable.

13.12.147 Where the Stour Valley Path enters the Study Area in the south-west at Wormingford and at Wissington views towards the Project, 2.5 km away, would be screened by woodland. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) at Operation Year 1.

13.12.148 Between Wormingford and Little Horkesley there would be elevated long distance views towards the proposed pylons 1.7 km to the south. There would be some screening and filtering of views by intervening woodland blocks and trees. At Viewpoint 4.07: School Road / Stour Valley Path, west of Little Horkesley there would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.149 Between Hudson's Lane and the B1068 there would be no views to the proposed overhead line, which would be over 5.5 km to the south. The disruption to the landscape due the construction of the underground cable would still be perceptible, but seen in long distance views from 1.5 to 2.5 km. At this distance, and with filtering

by intervening vegetation there would be a barely perceptible scale of change and a barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.150 Between Langham Mill Lane and Stratford St Mary Lane there would be direct views of loss of vegetation from the construction of the underground cable. Vegetation removed during construction would be reinstated, with the exception of trees located over the underground cable. At Operation Year 1 the planting would be young, and the vegetation loss would remain noticeable. There would be a small scale of change and a low magnitude of effect. There would be minor and not significant (adverse) effect at Operation Year 1.

13.12.151 East of Stratford St Mary there would be no views towards the Project. The underground cable would be over 1.3 km away, and views would be screened by mature woodland at Langham and along the A12. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) at Operation Year 1.

13.12.152 Effects on visual receptors on the Stour Valley Path would range from **minor and not significant (adverse)** to **no effect (not significant)**.

Operation Year 15 (with mitigation)

13.12.153 The reinstated vegetation associated with the underground cable will have reached semi-maturity. Growth rates will vary depending on local conditions and the level of filtering will vary seasonally. The assessment would remain the same as Operation Year 1: **minor and not significant (adverse)** to **no effect (not significant)**.

Saffron Trail

Description and Sensitivity of Receptor

13.12.154 The Saffron Trail is a long distance path which crosses Essex. It begins in Saffron Walden and runs to the south-east through Newport, Widdington, Henham, Great Easton, Great Dunmow and Chelmsford, ending at Southend-on-Sea. The route is crossed by the Order Limits south of Broad's Green.

13.12.155 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.156 Within the Study Area the Saffron Trail follows the River Can to meet the Centenary Circle west of Chelmsford. Riparian vegetation along the River Can provides some filtering of views. The route crosses the A1060 and runs through open arable fields with gappy hedgerows and mature trees on the north-western edge of Chelmsford. The Order Limits are directly adjacent to the footpath north of Hollow Lane, where there are views across open fields with some hedgerows and trees. The route runs north to the west of Broomfield Hospital, where hedgerows and mature hedgerow trees provide relatively enclosed views. The Order Limits cross the route as it runs north to Broad's Green, then onto Great Waltham where it passes through Langley's parkland. Views within the parkland are filtered by mature parkland vegetation. The route continues north, leaving the Study Area east of Littley Green. Views are across large, flat arable fields with hedgerows and trees, towards a wooded horizon.

Representative Viewpoints

- Viewpoint 6.04: PRoW, Broad's Green (Great Waltham 85) – see Figure 7.12.F160 (document reference 7.12)
- Viewpoint 6.05: Centenary Circle, north-west of Chelmsford – see Figure 7.12.F161 (document reference 7.12)
- Viewpoint 6.18: Langley's Park, north of Great Waltham – see Figure 7.12.F174) (document reference 7.12). While not on the Saffron Trail, the view is representative of the route.

Effects during Construction

13.12.157 Along the River Can south of Chelmsford the enclosed wooded character of the route is unlikely to result in views of construction activity, which would be 2.5-3 km to the west. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.158 North of the A1060 mature vegetation along the route would often screen views towards construction activity. In gaps in vegetation the taller elements of construction would be visible, with ground-level activity screened by intervening vegetation, at a distance of 0.5-2 km. The scale of change would be medium, and the magnitude of effect would be medium. There would be a moderate and significant (adverse) effect during construction.

13.12.159 Between Mashbury Road and the western edge of Broomfield the route would be in close proximity to the construction activity, and there would be close views towards the construction of pylons and movement of machinery and vehicles. There would be some filtering of ground-level activities by hedgerows. At Viewpoint 6.05: Centenary Circle, north-west of Chelmsford there would be a moderate-major and significant (adverse) effect during construction.

13.12.160 Between Broomfield and Great Waltham construction activity would be visible in close views, particularly where the Order Limits cross the footpath south of Broad's Green. Construction activity would include the construction of pylons and movement of machinery and vehicles, including along a new access track which would also cross the footpath. There would be some filtering of views by hedgerows and vegetation. At Viewpoint 6.04: PRoW, Broad's Green (Great Waltham 85) there would be a major and significant (adverse) effect during construction.

13.12.161 North of Great Waltham views towards construction activity would be between 1-3 km away and would be filtered and screened by buildings within Great Waltham and mature trees and vegetation within Langley's parkland. At Viewpoint 6.18: Langley's Park, north of Great Waltham there would be a minor-moderate and not significant (adverse) effect during construction.

13.12.162 North of Howe Street views towards construction activity would be 2 km away, largely filtered by hedgerows and trees, and the falling topography. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during construction.

13.12.163 Effects on visual receptors on the Saffron Trail would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 1 (without mitigation)

13.12.164 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be limited theoretical visibility along the River Can and north of Great Waltham. Greater theoretical visibility is indicated west of Chelmsford and south of Broad's Green.

13.12.165 Along the River Can south of Chelmsford the enclosed wooded character of the route is unlikely to result in views of the Project, which would be 2.5-3 km to the west. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) at Operation Year 1.

13.12.166 North of the A1060 mature vegetation along the route would often screen views towards the Project. In gaps in vegetation there would be views towards the proposed pylons, with the lower portions screened by intervening vegetation, at a distance of 0.5-2 km. The scale of change would be medium, and the magnitude of effect would be medium. There would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.167 Between Mashbury Road and the western edge of Broomfield the route would be in very close proximity to the Project, and the proposed pylons would be visible despite some filtering by hedgerows and vegetation. At Viewpoint 6.05: Centenary Circle, north-west of Chelmsford there would be a moderate-major and significant (adverse) effect at Operation Year 1.

13.12.168 Between Broomfield and Great Waltham the Project would be visible in close views, particularly where it would cross the footpath south of Broad's Green. There would be some filtering of views by hedgerows and vegetation. At Viewpoint 6.04: PRoW, Broad's Green (Great Waltham 85) there would be a major and significant (adverse) effect at Operation Year 1.

13.12.169 North of Great Waltham views towards the Project would be between 1-3 km away and would be filtered and screened by buildings within Great Waltham and mature trees and vegetation within Langley's parkland. At Viewpoint 6.18: Langley's Park, north of Great Waltham there would be a minor-moderate and not significant (adverse) effect at Operation Year 1.

13.12.170 North of Howe Street the Project would be over 2 km away, in views that are largely filtered by hedgerows and trees, and the falling topography. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) at Operation Year 1.

13.12.171 Effects on visual receptors on the Saffron Trail would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 15 (with mitigation)

13.12.172 There are no additional mitigation measures proposed along the route of the Saffron Trail. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **no effect (not significant)**.

Centenary Circle

Description and Sensitivity of Receptor

13.12.173 The Centenary Circle is a long distance circular path around Chelmsford passing through Sandon, Chignall Smealy, Galleywood, Writtle, Broomfield and the River Chelmer. The route is adjacent to the Order Limits at its closest point, although is not crossed by the Order Limits.

13.12.174 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.175 Within the Study Area, the Centenary Circle crosses the River Wid, Great Eastern Main Line, and A414 to the south-west of Chelmsford. East of the railway line, elevated long distance views are partially screened and filtered in places by vegetation along the railway and A414, and at a distance of 1.5 km to 3 km from the Order Limits. The route then runs along the enclosed and wooded south and west boundaries of Hylands Park at a distance of 0.6 km to the Order Limits, crossing the A414 and running along minor roads on the eastern edge of Writtle. As the route crosses the River Can it meets the Saffron Trail. Riparian vegetation along the River Can provides some filtering of views. The route crosses the A1060 and runs through open arable fields with gappy hedgerows and mature trees on the north-western edge of Chelmsford. The Order Limits are directly adjacent to the footpath north of Hollow Lane, where there are views across open fields with some hedgerows and trees. The route turns east through Broomfield towards the A130 where it crosses the River Chelmer. There are views across farmland enclosed by settlement, roads and woodland at a distance of 2-3 km from the Order Limits.

Representative Viewpoints

- Viewpoint 6.05: Centenary Circle, north-west of Chelmsford – see Figure 7.12.F161 (document reference 7.12)
- Viewpoint 6.26: Hylands Park, near Hylands House – see Figure 7.12.F181 (document reference 7.12). The viewpoint is not located on the Centenary Circle but is representative of views from the route.

Effects during Construction

13.12.176 East of the A414 there would be slightly elevated views towards construction activity at a distance of between 1.5 and 3 km. Views would be filtered by vegetation along the road, railway and A414. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during construction.

13.12.177 On the boundary of Hylands Park views towards construction activity would be screened by woodland, despite construction being around 0.6 km away. At Viewpoint 6.26: Hylands Park, near Hylands House there would be a negligible and not significant (adverse) effect during construction.

13.12.178 Between Writtle and the west of Chelmsford mature vegetation along the route would often screen views towards construction activity. In gaps in vegetation there would be views towards taller construction activity, at a distance of 0.5-2 km. The scale of

change would be medium, and the magnitude of effect would be medium. There would be a moderate and significant (adverse) effect during construction.

13.12.179 Between Mashbury Road and the western edge of Broomfield the route would be in very close proximity to the construction activity, and there would be close views towards the construction of pylons and movement of machinery and vehicles. There would be some filtering of ground-level activities by hedgerows. At Viewpoint 6.05: Centenary Circle, north-west of Chelmsford there would be a moderate-major and significant (adverse) effect during construction.

13.12.180 East of Broomfield views towards construction activity would be screened by buildings within the settlement and intervening vegetation, at distances over 1.7 km. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during construction.

13.12.181 Effects on visual receptors on Centenary Circle would range from **moderate-major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.182 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be limited theoretical visibility in the south around Hylands Park, east of Writtle and east of Broomfield. Greater theoretical visibility is indicated west and north-west of Chelmsford.

13.12.183 East of the A414 there would be slightly elevated views towards the Project at a distance of between 1.5 and 3 km. Views would be filtered by vegetation along the road, railway and A414. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during Operation Year 1.

13.12.184 On the boundary of Hylands Park views towards the proposed pylons would be screened by woodland, despite the Project being around 0.6 km away. At Viewpoint 6.26: Hylands Park, near Hylands House there would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.185 Between Writtle and the west of Chelmsford mature vegetation along the route would often screen views towards the Project. In gaps in vegetation there would be views towards the proposed pylons, with the lower portions screened by intervening vegetation, at a distance of 0.5-2 km. The scale of change would be medium, and the magnitude of effect would be medium. There would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.186 Between Mashbury Road and the western edge of Broomfield the route would be in very close proximity to the Project, and the proposed pylons would be visible despite some filtering by hedgerows and vegetation. At Viewpoint 6.05: Centenary Circle, north-west of Chelmsford there would be a moderate-major and significant (adverse) effect during Operation Year 1.

13.12.187 East of Broomfield views towards construction activity would be screened by buildings within the settlement and intervening vegetation, at distances over 1.7 km. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during Operation Year 1.

13.12.188 Effects on visual receptors on Centenary Circle would range from **moderate-major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.189 There are no additional mitigation measures proposed along the route of Centenary Circle. The assessment would remain the same as Operation Year 1: **moderate-major and significant (adverse)** to **negligible and not significant (adverse)**.

St Peter's Way

Description and Sensitivity of Receptor

13.12.190 St Peter's Way is a long-distance walking route across Essex. It starts at Chipping Ongar and runs east to St Peter's Chapel at Bradwell-on-Sea on the coast. The route is crossed by the Order Limits north of Ingatestone.

13.12.191 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.192 Within the Study Area St Peter's Way runs along the south of Stoneymore Wood and Millgreen Common, at a distance of 1.5 to 3 km from the Order Limits. Views are largely enclosed and filtered by woodland. The route crosses relatively flat pasture, including along Dog Kennel Lane, where views towards the Order Limits are filtered by mature hedgerows and small woodlands. The route then crosses under the A12 and runs east towards Margaretting. Views are well enclosed by vegetation along the A12 and parkland vegetation at Eweland Hall. The route crosses under the Great Eastern Main Line railway and runs towards Margaretting Tye, where mature trees filter views across the gently rolling landscape. St Peter's Way meets NCN Route 13 and continues towards Stock and Swan Wood where views towards the Order Limits are limited due to woodland, buildings and a distance of 2.2 km.

Representative Viewpoints

- Viewpoint 6.10: St Peter's Way, east of Millgreen Common – see Figure 7.12.F166 (document reference 7.12)
- Viewpoint 6.11: St Peters Way, south of Margaretting Tye – see Figure 7.12.F167 (document reference 7.12).

Effects during Construction

13.12.193 At Stoneymore Wood and Millgreen Common the woodland cover would screen views towards construction activity, which would be at 1.5-2 km distance. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during construction.

13.12.194 East of Box Wood and onto Dog Kennel Lane there would be middle to long distance views towards construction activity, partially filtered by existing vegetation and woodland. Higher landform to the south-east would provide some backclothing to

construction activities. At Viewpoint 6.10: St Peter's Way, east of Millgreen Common there would be a moderate and significant (adverse) effect during construction.

13.12.195 Between the east of Bushey Wood and the A12 there would be close views to the construction activity, although there would be some filtering from hedgerows and vegetation. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect during construction.

13.12.196 East of the A12 views towards construction would be between 0.2 and 2 km, however, would be screened by vegetation along the A12, hedgerows, parkland trees within Eweland Hall, and vegetation along the railway line. At Viewpoint 6.11: St Peters Way, south of Margaretting Tye there would be a minor and not significant (adverse) effect during construction.

13.12.197 Between Margaretting Tye and Stock the construction activity would be 2 to 3 km away. Views would be filtered and screened by intervening vegetation, woodland and topography. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during construction.

13.12.198 Effects on visual receptors on St Peter's Way would range from **major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.199 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be limited theoretical visibility west of the Order Limits. Greater theoretical visibility is indicated around Margaretting Tye; however, this is likely to be screened by distance and vegetation along the A12 and railway line.

13.12.200 At Stoneymore Wood and Millgreen Common the woodland cover would screen views towards the Project, which would be at 1.5 to 2 km distance. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during Operation Year 1.

13.12.201 East of Box Wood and onto Dog Kennel Lane there would be middle to long distance views towards the Project, partially filtered by existing vegetation and woodland. The proposed pylons would be visible above woodland, especially around Coptfold Hall where the Project would be located on higher ground. At Viewpoint 6.10: St Peter's Way, east of Millgreen Common there would be a moderate and significant (adverse) effect during Operation Year 1.

13.12.202 Between the east of Bushey Wood and the A12 there would be close distance views to the Project, although the lower portions of the proposed pylons would be filtered by the hedgerows and vegetation. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect during Operation Year 1.

13.12.203 East of the A12 views towards the Project would be between 0.2 and 2 km, however, would be largely screened by vegetation along the A12, hedgerows, parkland trees within Eweland Hall, and vegetation along the railway line. The tops of the proposed pylons may be visible on the skyline. At Viewpoint 6.11: St Peters Way, south of Margaretting Tye there would be a minor and not significant (adverse) effect during Operation Year 1.

13.12.204 Between Margaretting Tye and Stock the Project would be 2-3 km away. Views would be filtered and screened by intervening vegetation, woodland and topography. The scale of change would be barely perceptible, and the magnitude of effect would be barely perceptible. There would be a negligible and not significant (adverse) effect during Operation Year 1.

13.12.205 Effects on visual receptors on St Peter's Way would range from **major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.206 There are no additional mitigation measures proposed along the route of St Peter's Way. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **negligible and not significant (adverse)**.

King Charles III England Coast Path

Description and Sensitivity of Receptor

13.12.207 The English Coast Path, renamed the King Charles III England Coast Path to celebrate the King's Coronation in 2023, will run along the entire coast of England once complete. The route is approximately 1 km from the Order Limits at its closest point.

13.12.208 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.209 Within the Study Area the King Charles III England Coast Path runs through the East Tilbury and Mucking Marshes, to the south of Stanford Warren Nature Reserve, ending at Stanford-le-Hope Marshes. Long views over low-lying salt marsh are focussed across the marshes to the north and east and across the River Thames. Industrial areas, including the London Gateway Port, are visible to the north and east. Views west in the direction of the Order Limits include a number of existing overhead lines which break the skyline to the north and west and long distance views to settlements on the horizon.

Representative Viewpoints

- Viewpoint 8.04: Thurrock Thameside Nature Park – see Figure 7.12.F198 (document reference 7.12). Although this viewpoint is not on the King Charles III England Coast Path it has similar, representative views.

Effects during Construction

13.12.210 From the King Charles III England Coast Path there would be long distance views towards construction activity at a distance of between 1 km and 3 km. Ground-level activity would be screened by intervening landform and vegetation. Taller construction elements would be seen on the skyline and would be seen in context with existing overhead lines and settlements. At Viewpoint 8.04: Thurrock Thameside Nature Park there would be a minor and not significant (adverse) effect during construction.

13.12.211 Effects on visual receptors on the King Charles III England Coast Path would be **minor and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.212 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be limited theoretical visibility from the parts of the route within the Study Area, although there would be greater theoretical visibility within the wider Mucking Marshes. Where greater theoretical visibility is indicated, views would be filtered by low-lying vegetation and distance.

13.12.213 From the King Charles III England Coast Path there would be open views across the flat landscape towards the Project. There would be some filtering from vegetation which would screen the lower portions of the proposed pylons. The proposed pylons would be seen in context with existing electricity infrastructure. At Viewpoint 8.04: Thurrock Thameside Nature Park there would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.214 Effects on visual receptors on the King Charles III England Coast Path would be **minor and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.215 Proposed landscape mitigation within the Environmental Area at Tilbury North Substation is not likely to be perceptible due to intervening layers of vegetation around the works at Linford. The assessment would remain the same as Operation Year 1: **minor and not significant (adverse)**.

NCN Route 1

Description and Sensitivity of Receptor

13.12.216 NCN Route 1 is a long-distance cycle route which runs in sections along the east of the UK, starting in Dover and ending in Tain in the north of Scotland. The route is crossed by the Order Limits in five places: at Chattisham, between Higham and Stratford St Mary, at Langham, north of Colchester and at Newney Green.

13.12.217 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.218 Within the Study Area NCN Route 1 runs from Copdock to Chattisham, where the Order Limits cross the route. There are views across flat to gently rising fields with hedgerows and shelterbelts. NCN Route 1 continues south-west to Raydon Great Wood where there are views across gently rolling arable land, with woodland providing visual containment. The Order Limits are 0.5 to 1.2 km away. The route then joins the Hadleigh Railway Walk as it passes through Raydon Great Wood to Hadleigh, at a distance of 0.5 to 3 km. Raydon Great Wood provides screening of outward views.

13.12.219 NCN Route 1 re-enters the Study Area at Lower Raydon within the Dedham Vale National Landscape where it runs south along Hadleigh Road towards Higham.

Views are across flat arable fields with blocks of woodland enclosing and limiting further views, at a distance of 1.5 km from the Order Limits. The Order Limits cross the route along Higham Road. NCN Route 1 passes the west of Stratford St Mary where hedgerows filter views out. The route continues to the south of Langham Hall where it is crossed by the Order Limits again. Roadside hedgerows filter views for the most part, but in gaps there are views across large flat fields surrounded by woodland. The route then runs south along Rectory Road, Nightingale Hill and Grove Hill towards Langham. Although the Order Limits are within 0.1 km of the route, views are generally filtered by high hedgerows along the road and by buildings. NCN Route 1 continues from Langham Moor towards the A12, where views are largely filtered by hedgerows along the road. In gaps in vegetation there are views across the expansive and flat former Boxted Airfield. The Order Limits cross the route north of Colchester, near to Holly Tree Farm, where views are similarly enclosed. NCN Route 1 then enters Colchester where views out are screened by buildings within the urban environment.

13.12.220 NCN Route 1 re-enters the Study Area at the River Can in Chelmsford where views are enclosed by woodland and the neighbouring urban environment of Chelmsford at a distance of 2.5 km from the Order Limits. It then runs through Writtle College where there are views across flat agricultural fields with intact hedgerows which enclose views, at a distance of 0.5 to 1.5 km. The route is crossed by the Order Limits to the east of Newney Green where gappy hedgerows along the road allow for views into flat adjacent fields with a wooded horizon. The route then runs west from Newney Green towards Butt Hatch Farm where views through gappy hedgerows are of rolling farmland with hedgerows at a distance of 1 to 3 km from the Order Limits.

Representative Viewpoints

- Viewpoint 3.05: The Street / NCR 1, Chattisham – see Figure 7.12.F75 (document reference 7.12)
- Viewpoint 3.08: NCR 1, Woodlands Road – see Figure 7.12.F78 (document reference 7.12)
- Viewpoint 3.24: Higham Hill, south of Lower Raydon – see Figure 7.12.F91 (document reference 7.12)
- Viewpoint 4.18: NCN Route 1 / Langham Lane, north of Colchester – see Figure 7.12.F115 (document reference 7.12)
- Viewpoint 6.23: NCN Route 1 / PRoW near Writtle College (Writtle 19) – see Figure 7.12.F178 (document reference 7.12).

Effects during Construction

13.12.221 Between Copdock and Chattisham construction activity would be visible in close distance views, where the Order Limits cross the route along Chattisham Road. There would be close up views towards the construction of pylons and movement of machinery and vehicles. For 1 km either side of this activity this construction activity would still be prominent, filtered by hedgerows and shelterbelts in places. At Viewpoint 3.05: The Street / NCR 1, Chattisham there would be a moderate and significant (adverse) effect during construction. The level of effect would be larger in close proximity to the Order Limits.

13.12.222 Between Chattisham and Raydon Great Wood there would be views towards construction activity at a distance of 0.5 to 1.2 km. There would be some filtering and screening of views by woodland at Brimlin Wood and Squire's Grove. There would be clearer views where roadside vegetation is missing. At Viewpoint 3.08 NCR 1, Woodlands Road there would be a moderate and significant (adverse) effect during construction.

13.12.223 Where Route 1 shares the route with the Hadleigh Railway Walk construction activity would be 0.4 km at its closest point. However, construction would be entirely screened from view by the extensive woodland within Raydon Great Wood. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.224 Between Lower Raydon and Higham there would be views towards construction activity associated with the undergrounding of cables, at a distance of between 0.5 to 1.5 km. Views would be filtered and screened by woodland, limited by woodland blocks which enclose views. At Viewpoint 3.24: Higham Hill, south of Lower Raydon there would be a negligible and not significant (adverse) effect during construction.

13.12.225 At Higham Road, the landscape would be disrupted to make way for underground cabling. Construction activity would also include the construction of drainage ponds and new access bell mouths and the removal of riparian vegetation along the river corridor. For 1 km either side of this the construction activity would continue to be prominent in views, with some filtering from vegetation. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect during construction.

13.12.226 West of Stratford St Mary there would be no views towards construction activity as hedgerows along Higham Road and riparian vegetation along the River Stour would filter and screen views. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.227 South of Langham Hall along Rectory Road there would be close views of the construction of the underground cable, and the movement of machinery and vehicles, including new bell mouths which could result in the loss of hedgerows along the road. For 1 km either side of this activity this construction activity would still be prominent, filtered by hedgerows and shelterbelts in places. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect during construction.

13.12.228 Between Langham Hall and Langham, although construction activity is in close proximity to Route 1, including directly adjacent near Grove Farm, hedgerows would filter and screen views. Where views are possible, construction activity would be seen in the near distance, associated with the underground cable. From Langham Moor views towards construction activity are likely to be screened by buildings within the settlement. The scale of change would be medium, and the magnitude of effect would be medium. There would be a moderate and significant (adverse) effect during construction.

13.12.229 On Langham Lane between Langham Moor and the A12 views from the route are largely filtered by hedgerows along the road. In gaps in hedgerows construction activity would be seen at a distance of between 0 and 1 km. The Order Limits would cross the route near Holly Tree Farm, and there would be close up views towards the construction of pylons and movement of machinery and vehicles, and the loss of parts of the hedgerow to allow for the construction of bell mouths. For 1 km either

side of this activity this construction activity would still be prominent albeit filtered by hedgerows and trees. At Viewpoint 4.18: NCN Route 1 / Langham Lane, north of Colchester there would be a major and significant (adverse) effect during construction.

13.12.230 Within Colchester views towards construction activity would be screened by buildings within the urban environment. There would be no effect (not significant) during construction.

13.12.231 At the River Can, south of Chelmsford the enclosed wooded character of the route is unlikely to result in views of construction activity, which would be 2.5 to 3 km to the west. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.232 Between Writtle College and Cow-watering Lane there would be views towards construction activity at a distance of 0.5 to 1.5 km. Views of ground-level construction activity would be filtered by trees and hedgerows along field boundaries and by woodland near Sturgeons Farm. There would be views to the taller elements including cranes and partially construction pylons above the tree line. At Viewpoint 6.23: NCN Route 1 / PRoW near Writtle College there would be a moderate and significant (adverse) effect during construction.

13.12.233 East of Newney Green construction activity would be visible in close views where the Order Limits cross the route. This would include the construction of pylons and movement of machinery and vehicles. For 1 km either side of this activity this construction activity would still be prominent albeit filtered by hedgerows and trees. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect during construction.

13.12.234 West of Newney Green towards Butt Hatch Farm there would be views towards construction activity at a distance of between 1 and 3 km. Views would be filtered by hedgerows and trees along field boundaries and the road. There would be a medium scale of change and a medium magnitude of change. There would be a moderate and significant (adverse) effect during construction.

13.12.235 Effects on visual receptors on NCN Route 1 would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 1 (without mitigation)

13.12.236 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be no theoretical visibility along the River Can, south of Chelmsford, within the urban settlements, and west of Stratford St Mary between Lower Raydon and Higham. Theoretical visibility is indicated along the rest of the route within the Study Area.

13.12.237 Between Copdock and Chattisham the Project would be clearly visible in close views, where the proposed pylons would cross the route along Chattisham Road. The proposed pylons would be prominent in views, although the lower portions of the pylons would be partially filtered by intervening hedgerows and shelterbelts. At Viewpoint 3.05: The Street / NCR 1, Chattisham there would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.238 Between Chattisham and Raydon Great Wood there would be views towards the Project at a distance of 0.5 to 1.2 km. There would be some filtering and screening of views by woodland at Brimlin Wood and Squire's Grove. There would be clearer

views where roadside vegetation is absent. At Viewpoint 3.08 NCR 1, Woodlands Road there would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.239 Where NCN Route 1 shares the route with the Hadleigh Railway Walk views towards the Project would be screened by woodland within Raydon Great Wood. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.240 Between Lower Raydon and Higham there would be no views towards the underground cable route at a distance of 0.5 to 1.5 km. The proposed pylons may be glimpsed on the horizon at a distance of over 3 km. Views would be filtered and screened by woodland. At Viewpoint 3.24: Higham Hill, south of Lower Raydon there would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.241 At Higham Road there would be no views of the underground cable, although the landscape would have been disrupted during construction. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.242 West of Stratford St Mary there would be no views towards the Project as hedgerows along Higham Road and riparian vegetation along the River Stour would filter and screen views. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) at Operation Year 1.

13.12.243 Between Langham Hall along Rectory Road and Langham the Project would be an underground cable and would not be visible. The loss of hedgerows and vegetation would still be noticeable in close views, although there would be screening by roadside hedgerows. From Langham Moor views towards the Project are likely to be screened by buildings within the settlement. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.244 On Langham Lane between Langham Moor and the A12 views from the route are filtered and screened by hedgerows along the road. In gaps in hedgerows the proposed pylons would be seen in close to middle distance views 0-1 km away. The proposed pylons would be visible on the skyline above the vegetation, although the lower portions of the proposed pylons would be screened by the intervening vegetation. At Viewpoint 4.18: NCN Route 1 / Langham Lane, north of Colchester there would be a major and significant (adverse) effect at Operation Year 1.

13.12.245 Within Colchester views towards construction activity would be screened by buildings within the urban environment. There would be no effect (not significant) at Operation Year 1.

13.12.246 Along the River Can south of Chelmsford the enclosed wooded character of the route is unlikely to result in views of the Project, which would be 2.5 to 3 km to the west. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) at Operation Year 1.

13.12.247 Between Writtle College and Cow-watering Lane there would be views towards the proposed overhead line at a distance of 0.5 to 1.5 km. The proposed pylons would be visible on the skyline above existing hedgerows and vegetation. The hedgerows and vegetation would provide some filtering of views, and screening of the lower portions of the proposed pylons. At Viewpoint 6.23: NCN Route 1 / PRoW near Writtle College there would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.248 East of Newney Green the Project would be visible in close views where the proposed pylons cross the route. The proposed pylons would be prominent in views for 1 km, albeit filtered by hedgerows and trees. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect at Operation Year 1.

13.12.249 West of Newney Green towards Butt Hatch Farm there would be views towards the Project at a distance of 1 to 3 km. Views would be filtered by hedgerows and trees along field boundaries and the road, however the tops of the proposed pylons would be seen above the tree line. There would be a medium scale of change and a medium magnitude of change. There would be a moderate and significant (adverse) at Operation Year 1.

13.12.250 Effects on visual receptors on NCN Route 1 would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 15 (with mitigation)

13.12.251 The reinstated vegetation associated with the underground cable will have reached semi-maturity. Growth rates will vary depending on local conditions and the level of filtering will vary seasonally. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **no effect (not significant)**.

NCN Route 13

Description and Sensitivity of Receptor

13.12.252 NCN Route 13 connects London with Dereham. It starts at Tower Bridge, London and passes through Tilbury, Basildon, Billericay, Chelmsford and Colchester, ending in Dereham. The route is crossed by the Order Limits south of Fordham.

13.12.253 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.254 Within the Study Area NCN Route 13 runs through a short section of Stanford-le-Hope on roads, where views are concentrated on the urban environment and views towards the Order Limits are screened by buildings and vegetation. NCN Route 13 re-enters the Study Area following the A176 north of Basildon and follows the road into Billericay. Views towards the Order Limits are again screened by buildings and vegetation. Route 13 continues north through Stock and Margaretting Tye and leaves the Study Area just south of the A12, to the south of Chelmsford. At Stock views out are screened by buildings and vegetation within the settlement. From Margaretting Tye mature trees filter views across a gently rolling landscape with a wooded horizon, at a distance of 2 km to the Order Limits. NCN Route 13 re-enters the Study Area along Chitts Hill, north of Colchester and follows minor roads through Fordham Heath and Fordham. It is crossed by the Order Limits within the Colne Valley. Within the villages views are relatively enclosed by buildings and vegetation. Views within the Colne Valley are often filtered by riparian vegetation. Between Eight Ash Green and Chitts Hill views towards the Order Limits are often limited by high hedgerows, at a distance of 1 to 3 km from the Order Limits. In gaps in hedgerows there are glimpsed long distance views across rolling and wooded farmland.

Representative Viewpoints

- Viewpoint 4.09: NCR 13, Fiddlers Hill – see Figure 7.12.F107 (document reference 7.12)
- Viewpoint 4.30: Mill Road, south of Fordham – see Figure 7.12.F127 (document reference 7.12)
- Viewpoint 6.11: St Peters Way, south of Margaretting Tye – see Figure 7.12.F167 (document reference 7.12).

Effects during Construction

13.12.255 There would be no views towards construction activity when NCN Route 13 passes through Stanford-le-Hope, Basildon and Billericay due to screening from buildings and intervening vegetation. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) during construction.

13.12.256 At Margaretting Tye and to the south of Margaretting Tye along Swan Lane there would be views towards construction activity at a distance of between 1.5 to 2.5 km, with some filtering by field boundary trees, woodland and by trees along the railway. Taller elements of construction may be visible above the tree line in glimpsed views. At Viewpoint 6.11: St Peters Way, south of Margaretting Tye there would be a minor and not significant (adverse) effect during construction.

13.12.257 From Chitts Hill to Fordham Heath there would be filtered views towards construction activity at a distance of 1 to 3 km. Views would often be screened by roadside hedgerows. Taller elements of construction may be visible above the tree line in glimpsed views. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect during construction.

13.12.258 To the south of Fordham at the Colne Valley construction activity would be visible in close views towards the construction of pylons and movement of machinery and vehicles, including along a new access track which also crosses over the footpath and the loss of parts of the hedgerow to allow for the construction of bellmouths. For 1 km either side of this activity this construction activity would be prominent albeit filtered by hedgerows and trees. At Viewpoint 4.30: Mill Road, south of Fordham there would be major and significant (adverse) effect during construction. At Viewpoint 4.09: NCR 13, Fiddlers Hill there would be a moderate and significant (adverse) effect during construction.

13.12.259 Within Fordham views of construction activity would be screened and filtered by buildings and vegetation within the settlement and would not be particularly noticeable, although the Order Limits would be at a distance of 0.5 km. East of Fordham along Chappel Road and Mount Bures Road there would be slightly elevated views towards construction activity at a distance of between 1 and 2 km to the Order Limits. There would be some filtering of views by intervening trees and hedgerows. There would be a minor and not significant (adverse) effect during construction.

13.12.260 Effects on visual receptors on NCN Route 13 range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 1 (without mitigation)

13.12.261 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be no theoretical visibility within the larger settlements (Stanford-le-Hope, Basildon and Billericay) and that there would be some theoretical visibility from the rest of the route.

13.12.262 There would be no views towards the Project when NCN Route 13 passes through Stanford-le-Hope, Basildon and Billericay due to screening from buildings and intervening vegetation. The scale of change would be none and the magnitude of effect would be none. There would be no effect (not significant) at Operation Year 1.

13.12.263 At Margaretting Tye and to the south of Margaretting Tye along Swan Lane there would be views towards the Project at a distance of between 1.5 to 2.5 km. There would be some filtering of views by field boundary trees, woodland at Pound Wood and Little Wood and by trees along the railway. At Viewpoint 6.11: St Peters Way, south of Margaretting Tye there would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.264 From Chitts Hill to Fordham Heath there would be filtered views towards the Project at a distance of 1 km to 3 km. Views would often be screened by roadside hedgerows. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.265 To the south of Fordham at the Colne Valley the Project would be visible in close and middle distance views, with limited filtering by intervening hedgerows and trees. The lower portions of the proposed pylons would largely be backclothed by woodland. At Viewpoint 4.30: Mill Road, south of Fordham there would be major and significant (adverse) effect at Operation Year 1. At Viewpoint 4.09: NCR 13, Fiddlers Hill there would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.266 Within Fordham views of the Project would be limited by buildings and vegetation within the settlement and would not be particularly noticeable, although the Project would be at a distance of 0.5 km. East of Fordham along Chappel Road and Mount Bures Road there would be slightly elevated views towards the Project at a distance of between 1 km to 2 km. There would be some filtering of views by intervening trees and hedgerows, although the tops of the proposed pylons would be visible just above the tree line. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.267 Effects on visual receptors on NCN Route 13 would range from **major and significant (adverse)** to **no effect (not significant)**.

Operation Year 15 (with mitigation)

13.12.268 There are no additional mitigation measures proposed along NCN Route 13. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **no effect (not significant)**.

NCN Route 16

Description and Sensitivity of Receptor

13.12.269 NCN Route 16 is currently in two sections. The first section meets NCN Route 13 near Stansted passing through Great Dunmow, Braintree and Witham and intersects with NCN Route 1 near Great Totham. The short second section runs between Southend-on-Sea and Shoeburyness. The route is crossed by the Order Limits between Fairstead and Ranks Green.

13.12.270 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.271 Within the Study Area NCN Route 16 runs from Great Notley, south of Braintree along London Road and Mill Road towards Ranks Green. There are views across large fields, enclosed by woodlands including Bushy Wood, Pauls Wood, Mann Wood and Hazelton Wood, at a distance of 1 to 3 km. The route then runs between Ranks Green and Fairstead, where it is crossed by the Order Limits. In this location there are open views across large flat fields towards wooded ridgelines. It then follows Peg Millar's Lane and Dancing Dick's Lane towards Dancing Dicks, east of Witham. There are relatively long-distance views across large, flat fields, enclosed in places by woodland, including Ivy Wood, Troys Wood and Ardley Wood, at a distance of 1 to 3 km.

Representative Viewpoints

- Viewpoint 5.07: NCR 16 and Ranks Green Road, east of Rank's Green – see Figure 7.12.F142 (document reference 7.12).

Effects during Construction

13.12.272 Between Great Notley and Ranks Green there would be views towards construction activity at a distance of between 1 km to 3 km. Views would be screened in places by woodland at Bushy Wood, St Pauls Wood, Mann Wood and Hazelton Wood and seen in the context of an existing overhead line. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect during construction.

13.12.273 Between Ranks Green and Fairstead construction activity would be visible in close views. There would be views towards the construction of pylons and movement of machinery and vehicles, including along a new access track, and construction of Fairstead (EACN Side) and Fairstead (Tilbury Side) CSE compounds. For 1 km either side of this activity this construction activity would be prominent due to the open views and would be seen in the context of an existing overhead line. At Viewpoint 5.07: NCR 16 and Ranks Green Road, east of Rank's Green there would be a major and significant (adverse) effect during construction.

13.12.274 Along Peg Millar's Lane and Dancing Dick's Lane, there would be views towards construction activity at a distance of between 1 and 3 km. Views would be screened in places by woodland. Taller elements of construction would be visible in glimpsed views above the tree line. The scale of change would be small, and the magnitude of

effect would be low. There would be a minor and not significant (adverse) effect during construction.

13.12.275 Effects on visual receptors on NCN Route 16 would range from **major and significant (adverse)** to **minor and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.276 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be theoretical visibility from the majority of the route within the Study Area.

13.12.277 Between Great Notley and Ranks Green there would be views towards the Project at a distance of between 1 and 3 km. Views would be screened in places by woodland at Bushy Wood, St Pauls Wood, Mann Wood and Hazelton Wood and seen in the context of an existing overhead line. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.278 Between Ranks Green and Fairstead the Project would be visible in close views. There would be views towards the proposed pylons and the Fairstead (EACN Side) and Fairstead (Tilbury Side) CSE compounds. Proposed mitigation planting within the Environmental Area around Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds would be immature at this stage and would unlikely provide any screening. At Viewpoint 5.07: NCR 16 and Ranks Green Road, east of Rank's Green there would be a major and significant (adverse) effect at Operation Year 1.

13.12.279 Along Peg Millar's Lane and Dancing Dick's Lane, there would be views towards the Project at a distance of between 1 and 3 km. Views would be screened in places by woodland. The scale of change would be small, and the magnitude of effect would be low. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.280 Effects on visual receptors on NCN Route 16 would range from **major and significant (adverse)** to **minor and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.281 Proposed landscape mitigation within the Environmental Area around Fairstead (EACN side) and Fairstead (Tilbury side) CSE compound will have reached semi-maturity. Growth rates will vary depending on local conditions and the level of filtering will vary seasonally. However, due to the effects associated with the proposed overhead line element of the scheme, this is unlikely to result in a change to the overall judgements. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **minor and not significant (adverse)**.

NCN Route 30

Description and Sensitivity of Receptor

13.12.282 NCN Route 30 is a long-distance circular cycle route through Norfolk and Suffolk, passing through Great Yarmouth, Lowestoft, Diss, Thetford, Downham Market, King's Lynn, and Cromer. The route is crossed by the Order Limits to the east of Wortham Ling.

13.12.283 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.284 Within the Study Area Route 30 runs between Bressingham Fen in the Waveney Valley and Yaxley. The route follows Low Road at Bressingham Fen before joining Ling Road as it crosses Wortham Ling. Along Low Road views are restricted to adjacent fields due to woodland cover in this area. From the common land at Wortham Ling there are views across open farmland with mature trees and hedgerows. The route crosses the Order Limits east of Wortham Ling. Route 30 then follows Ling Road to the edge of Diss, before passing through Palgrave via Denmark Hill. From Palgrave there are views across undulating farmland and woodland. The route then crosses a tributary of the River Waveney and passes under the Great Eastern Main Line railway south of Palgrave. The route then follows minor roads through Thrandeston, Mellis Green and Yaxley, where there are views across rolling farmland, with settlement and roadside vegetation containing some views.

Representative Viewpoints

- Viewpoint 2.01: Ling Road, Wortham Ling – see Figure 7.12.F23 (document reference 7.12)
- Viewpoint 2.33: Mellis Road, south of Thrandeston – see Figure 7.12.F52 (document reference 7.12).

Effects during Construction

13.12.285 Between Bressingham Fen and south of Bressingham construction activity would be heavily screened by the intervening woodland at a distance of between 1 km and 3 km. Only taller elements of construction would be glimpsed above the woodland. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect during construction.

13.12.286 Between Wortham Ling and Palgrave construction activity would be visible in close views to the east of Wortham Ling. Construction activity would include the construction of pylons and movement of machinery and vehicles. There would be some filtering from roadside vegetation. At Wortham Ling construction activity would be filtered by intervening woodland around the edges of Wortham Ling. At Viewpoint 2.01: Ling Road, Wortham Ling there would be a moderate-major and significant (adverse) effect during construction.

13.12.287 Within Palgrave views towards construction activity would likely be screened by buildings within the settlement. Between Palgrave and Thrandeston there would be views towards construction activity at a distance of 0.3 km. Views would be partially filtered by trees and hedgerows, but there would be close views of the dismantling, temporary diversion and undergrounding of an existing 132 kV overhead line, and more distant views of the construction of the proposed overhead line. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect during construction.

13.12.288 Between Thrandeston and Mellis Green there would be views towards construction activity at a distance of 1 km, including the dismantling, diversion and undergrounding of part of the existing 132 kV overhead line. Vegetation in the middle

distance would filter views in places and construction activity would be seen in the context of an existing overhead line and gantries of the Great Eastern Main Line. At Viewpoint 2.33: Mellis Road, south of Thrandeston there would be a moderate and significant (adverse) effect during construction.

13.12.289 Between Mellis Green and Yaxley views towards construction activity would be heavily screened by properties and vegetation along the road and within Mellis Green, at a distance of between 0.9 and 3 km. It is unlikely construction activity would be particularly noticeable in this area. Where visible, it would be seen in the context of a wind turbine and an existing overhead line. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect during construction.

13.12.290 Effects on visual receptors on NCN Route 30 would range from **major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.291 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be no theoretical visibility from Little Green and limited theoretical visibility for the rest of the route within the Study Area.

13.12.292 Between Bressingham Fen and south of Bressingham the Project would be heavily screened by the intervening woodland at a distance of between 1 and 3 km. The tops of the proposed pylons may be glimpsed above the woodland. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.293 Between Wortham Ling and Palgrave the Project would be visible in close views to the east of Wortham Ling. There would be some filtering from roadside vegetation and the proposed pylons would be seen in the context of an existing overhead line, albeit one that is further away. At Wortham Ling the Project would be filtered by intervening woodland around the edges of Wortham Ling. At Viewpoint 2.01: Ling Road, Wortham Ling there would be a moderate-major and significant (adverse) effect at Operation Year 1.

13.12.294 Within Palgrave views towards the Project would likely be screened by buildings within the settlement. Between Palgrave and Thrandeston there would be views towards the Project at a distance of 1 km. Views would be partially filtered by trees and hedgerows, and the partial removal and undergrounding of an existing 132 kV overhead line would be a positive change in the view. The scale of change would be medium, and the magnitude of effect would be medium. There would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.295 Between Thrandeston and Mellis Green there would be views towards the Project at a distance of 1 to 1.5 km. Part of an existing 132 kV overhead line would have been removed and undergrounded, which would be a positive change in the view. Vegetation in the middle distance would filter views in places and the Project would be seen in the context of an existing overhead line and gantries of the Great Eastern Main Line. At Viewpoint 2.33: Mellis Road, south of Thrandeston there would be a moderate and significant (adverse) effect at Operation Year 1.

13.12.296 Between Mellis Green and Yaxley views towards the Project would be heavily screened by properties and vegetation along the road and within Mellis Green, at a

distance of between 0.9 and 3 km. Where visible, the proposed overhead line would be seen in the context of a wind turbine and an existing overhead line. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.297 Effects on visual receptors on NCN Route 30 would range from **moderate-major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.298 There are no additional mitigation measures proposed along NCN Route 30. The assessment would remain the same as Operation Year 1: **moderate-major and significant (adverse)** to **negligible and not significant (adverse)**.

NCN Route 50

Description and Sensitivity of Receptor

13.12.299 NCN Route 50 starts at the River Chelmer in Ulting, passes Great Leighs, Pleshey, High Easter, High Roding and ends at Smith's Green, where it meets NCN Route 16. The route is crossed by the Order Limits between Great Leighs and Fuller Street.

13.12.300 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.301 Within the Study Area NCN Route 50 runs from Pleshey (just outside of the Study Area) towards Howe Street where there are open views across a rolling arable landscape at a distance of between 1.5 and 3 km from the Order Limits. The route then runs north from Howe Street towards Littley Green where low hedgerows allow for long distance views across rolling farmland to a wooded horizon, at a distance of 1 to 3 km from the Order Limits. NCN Route 50 re-enters the Study Area at Phyllis Currie Nature Reserve near Great and Little Leighs and follows School Lane. Views are restricted to close distance due to woodland. The route crosses the A131 and enters Great Leighs. Views within the village are restricted by buildings and vegetation along the A131. NCN Route 50 is then crossed by the Order Limits twice between Great Leighs and Fuller Street. Views are across a rolling arable landscape, with some filtering by hedgerows and trees along the road. The route then runs from Fuller Street towards Terling along Braintree Road, between 0.5 and 2.5 km from the Order Limits. Views are across a gently rolling arable landscape which is interspersed with woodland blocks, including riparian woodland along the River Ter. Within Terling views out are screened by woodland and buildings within the settlement and along the River Ter.

Representative Viewpoints

13.12.302 There are no representative views on NCN Route 50.

Effects during Construction

13.12.303 Between Pleshey and Howe Street there would be open views towards construction activity at a distance of between 1.5 and 3 km. There would be some filtering by trees and hedgerows, although taller elements of construction would be seen above the

vegetation. There would be a small scale of change and a low magnitude of effect. There would be a minor and not significant (adverse) effect during construction.

13.12.304 Between Howe Street and Littley Green construction activity would be at a distance of between 1 to 3 km. There would be limited views towards the construction activity, with only the tops of taller elements visible on the horizon. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect during construction.

13.12.305 From School Lane to the A131 views towards construction activity would be screened and filtered by woodland blocks, vegetation along the A131 and development within Great Leighs. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect during construction.

13.12.306 Between Great Leighs and Fuller Street, construction activity would be visible in close views. Construction activity would include the construction of the proposed pylons, movement of machinery and vehicles, and the dismantling, temporary diversion and undergrounding of an existing 132 kV overhead line. For 1 km either side of this activity this construction activity would be prominent due to the open views and would be seen in the context of an existing overhead line. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect during construction.

13.12.307 Between Fuller Street and Terling along Braintree Road, construction activity would be seen at a distance of 0.5 to 2.5 km with some screening and filtering from woodland blocks, hedgerows and trees, and would be seen in the context of existing overhead lines. There would be a small scale of change and a low magnitude of effect. There would be a minor and not significant (adverse) effect during construction.

13.12.308 Effects on visual receptors on NCN Route 50 would range from **major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.309 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be no theoretical visibility around Howe Street, the Phyllis Currie Nature Reserve and within Great Leighs. Theoretical visibility is indicated from the rest of the route within the Study Area.

13.12.310 Between Pleshey and Howe Street there would be open views towards the Project at a distance of between 1.5 and 3 km. The tops of pylons may be seen above the tree line. There would be a small scale of change and a low magnitude of effect. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.311 Between Howe Street and Littley Green the Project would be at a distance of between 1 to 3 km. The tops of the proposed pylons would just break the wooded horizon but would be mostly filtered and screened. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.312 From School Lane to the A131 views towards the Project would be screened and filtered by woodland, vegetation along the A131 and buildings within Great Leighs. There would be a barely perceptible scale of change and barely perceptible

magnitude of effect. There would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.313 Between Great Leighs and Fuller Street, the Project would be visible in close views. The existing 132 kV overhead line would have been undergrounded which would provide a slight beneficial effect on views. However, for 1 km either side of the Project, new pylons would still be prominent due to the open views, seen in the context of the parts of the existing overhead line which have not been undergrounded. The scale of change would be large, and the magnitude of effect would be high. There would be a major and significant (adverse) effect at Operation Year 1.

13.12.314 Between Fuller Street and Terling along Braintree Road, views towards the Project, at a distance of 0.5 to 2.5 km, would be partially screened and filtered by woodland blocks, hedgerows and trees. The proposed pylons would be seen in the context of existing overhead lines. There would be a small scale of change and a low magnitude of effect. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.315 Effects on visual receptors on NCN Route 50 would range from **major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.316 There are no additional mitigation measures proposed along NCN Route 50. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **negligible and not significant (adverse)**.

NCN Route 51

Description and Sensitivity of Receptor

13.12.317 NCN Route 51 is a long-distance cycling route that connects several cities in southern England. It begins in Oxford and passes Milton Keynes, Bury St Edmunds and Ipswich before reaching the coast at Felixstowe. The route is crossed by the Order Limits along the B1113 Stowmarket Road.

13.12.318 Recreational receptors travelling along the route are of high susceptibility. Views are considered to be of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

13.12.319 Within the Study Area NCN Route 51 runs along the B1113 on the industrial edge of Stowmarket, 1.7 km from the Order Limits. Views are screened by buildings and are of industrial areas along urban roads. The route continues along Stowmarket Road towards Needham Market, where it is crossed by the Order Limits. Views are largely focussed on the road, with outward views largely filtered and screened by hedgerows and trees. In gaps in vegetation there are views across a rolling arable landscape with a wooded horizon. The route runs through Needham Market, where views are screened by the urban context, before crossing the River Gipping, where riparian vegetation filters and screens further distance views. NCN Route 51 then passes through Creeting Hills and crosses the A14 on All Saints Lane before running south-east to run parallel with the A14. Views are along a narrow bridleway track which is

bordered by hedgerows, which filter and screen views out for the most part, between 1.2-3 km from the Order Limits.

Representative Viewpoints

- Viewpoint 2.27: All Saints Road, Creeting Hills - see Figure 7.12.F48 (document reference 7.12).

Effects during Construction

13.12.320 Within Stowmarket NCN Route 51 runs through an industrial area within an urban environment. Views towards construction activity are likely to be screened. Where visible, construction activity would be seen at a distance of 1.8 to 3 km and would be barely perceptible in the wider context of urban activity, including industry and roads and multiple existing overhead lines and the Great Eastern Main Line railway. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect during construction.

13.12.321 Between Stowmarket and Needham Market construction activity would be visible in close views. Construction activity would include the construction of pylons and movement of machinery and vehicles and a material storage site. For 1 km either side of this activity, there would be some filtering from roadside vegetation. Construction activity would be seen in the context of multiple existing overhead lines heading into Stowmarket and the Great Eastern Main Line railway. There would be a large scale of change and a high magnitude of effect. There would be a major and significant (adverse) effect during construction.

13.12.322 Between Needham Market and Creeting Hills views towards construction activity would be screened and filtered by vegetation and buildings within the settlement and along the River Gipping and the A14. Construction activity would be at a distance of 0.8 to 1.2 km. There would be a small scale of change and a low magnitude of effect. There would be a minor and not significant (adverse) effect during construction.

13.12.323 From east of the A14 to Sally Woods Lane construction activity would be at a distance of between 1.2 and 3 km. Views would be filtered and screened for a large proportion of the route by hedgerows either side of the track and would be seen in the context of an existing overhead line. At Viewpoint 2.27: All Saints Road, Creeting Hills there would be a negligible and not significant (adverse) effect during construction.

13.12.324 Effects on visual receptors on NCN Route 51 would range from **major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 1 (without mitigation)

13.12.325 The ZTV in Figure 13.8: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (document reference 6.13.F8) indicates that there would be no theoretical visibility within the urban extents of Stowmarket and Needham Market. There would be limited theoretical visibility across the rest of the route within the Study Area.

13.12.326 Within Stowmarket NCN Route 51 runs through an industrial area within an urban environment. Views towards the Project are likely to be screened. Where visible, the proposed pylons would be seen at a distance of 1.8 to 3 km and would be barely perceptible in the wider context of urban activity, including industry and roads and

multiple existing overhead lines and the Great Eastern Main Line railway. There would be a barely perceptible scale of change and barely perceptible magnitude of effect. There would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.327 Between Stowmarket and Needham Market there would be close views of the Project as the overhead line crosses the road. There would be some filtering from roadside vegetation, and the proposed pylons would be seen in the context of existing overhead lines. The proposed pylons would be prominent in views for approximately 1 km either side of the Project. There would be a large scale of change and a high magnitude of effect. There would be a major and significant (adverse) effect at Operation Year 1.

13.12.328 Between Needham Market and Creeting Hills views towards the Project would be screened and filtered by vegetation and buildings within the settlement and along the River Gipping and the A14. The proposed overhead line would be at a distance of 0.8 to 1.2 km. There would be a small scale of change and a low magnitude of effect. There would be a minor and not significant (adverse) effect at Operation Year 1.

13.12.329 From east of the A14 to Sally Woods Lane the Project would be at a distance of between 1.2 and 3 km. Views would be filtered for a large proportion of the route by hedgerows either side of the track and would be seen in the context of an existing overhead line and the A12. At Viewpoint 2.27: All Saints Road, Creeting Hills there would be a negligible and not significant (adverse) effect at Operation Year 1.

13.12.330 Effects on visual receptors on NCN Route 51 would range from **major and significant (adverse)** to **negligible and not significant (adverse)**.

Operation Year 15 (with mitigation)

13.12.331 There are no additional mitigation measures proposed along NCN Route 51. The assessment would remain the same as Operation Year 1: **major and significant (adverse)** to **negligible and not significant (adverse)**.

13.13 Summary of Effects

13.13.1 A summary of effects on visual receptors within VRAs during construction, Operation Year 1 and Operation Year 15 is provided below, and in Table A13.3.81.

Construction

13.13.2 The construction phase of the Project is predicted to result in a range of effects on visual receptors within the Study Area, including significant and not significant effects. Significant effects during construction are related to the introduction of construction activity and equipment into close to medium distance views of residents, recreational receptors and road users. Significant effects would extend up to 1.5 km in some instances, for example where there are open, elevated and/or wide views towards construction activity. In some VRAs significant effects would be more contained, for example where views of construction activity would be filtered and screened by vegetation or topography. Effects would be short-term, partially reversible and adverse.

Operation

13.13.3 At Operation Year 1, there would be significant adverse visual effects on visual receptors within most of the VRAs which would be directly affected by the Project. These significant effects would be related to the introduction of the proposed overhead line, CSE compounds, substations or substation extensions into close to medium distance views. By Year 15 of operation, effects on some visual receptors in proximity to CSE compounds, substations and substation extensions would reduce as a result of landscape mitigation within the Environmental Areas. For some visual receptors within VRAs along the proposed underground cable alignment, there would also be significant adverse effects at Year 1 relating to the loss of vegetation. By Year 15 of operation effects on visual receptors along the proposed underground cable would reduce to not significant, as reinstated planting would restore views to be similar to baseline levels.

13.13.4 A summary of significant effects during operation is provided below, by Project section.

Section A - South Norfolk Council

13.13.5 Visual receptors within the following VRAs were predicted to experience significant effects at operation:

- VRA A1 Swardeston – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A2 Stoke Holy Cross – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A3 Mulbarton and Wreningham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A4 Newton Flotman – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A5 Tacolneston – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A6 Forncett St Peter – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A7 Goose Green – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A8 Tibenham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A9 Shelfanger – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A10 Burston – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA A11 Fen Street – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km

- VRA A12 Roydon and Diss – major and significant (adverse) within 0.5 km, reducing to minor and not significant (adverse) between 0.5 km and 1.5 km due to buildings and vegetation which would screen and filter views.

Section B - Mid Suffolk District Council

13.13.6 Visual receptors within the following VRAs were predicted to experience significant effects at operation:

- VRA B1 Wortham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B2 Palgrave – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B3 Mellis – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B4 Finningham and Gislingham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B5 Wickham Skeith and Mendlesham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B6 Stowupland – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B7 Forward Green and Creeting St Mary – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B8 Stowmarket – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B9 Needham Market – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B10 Great Bricett – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B11 Barking and Willisham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B12 Elmsett – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA B13 Somersham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km.

Section C - Babergh District Council, Colchester City Council and Tendring District Council

13.13.7 Visual receptors within the following VRAs were predicted to experience significant effects at operation:

- VRA C1 Burstall – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km

- VRA C2 Washbrook – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA C4 Chattisham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA C5 Capel St Mary - major and significant (adverse) within 1.5 km
- VRA C7 Holton St Mary and East Bergholt – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA C10 Dedham Heath – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA C11 Langham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA C12 Ardleigh – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA C13 Little Bromley – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km.

Section D - Colchester City Council

13.13.8 Visual receptors within the following VRAs were predicted to experience significant effects at operation:

- VRA D1 Tye Green and Boxted - major and significant (adverse) within 0.5 km
- VRA D2 Little Horkesley and Wormingford - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA D3 Great Horkesley and Horkesley Heath - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA D5 Fordham - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA D6 West Bergholt, Fordham Heath and Eight Ash Green - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA D7 Fordstreet and Aldham - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA D8 Great Tey - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA D9 Marks Tey - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km.

Section E - Braintree District Council

13.13.9 Visual receptors within the following VRAs were predicted to experience significant effects at operation:

- VRA E1 Coggeshall - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA E2 Feering and Rivenhall - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA E4 Silver End - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA E5 Black Notley & White Notley - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA E6 Terling & Witham - major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km.

Section F - Chelmsford City Council and Brentwood Borough Council

13.13.10 Visual receptors within the following VRAs were predicted to experience significant effects at operation:

- VRA F1 Great Leighs – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F2 Peverel's Farm – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F3 Great Waltham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F4 Little Waltham – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F5 Chignall Smealy – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F6 Chelmsford North-West – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F7 Roxwell – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F8 Writtle and Chelmsford West – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F9 Edney Common – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F10 Hylands Park – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA F11 Margaretting and Stock – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km.

Section G - Basildon Borough Council and Brentwood Borough Council (and part of Chelmsford City Council)

13.13.11 Visual receptors within the following VRAs were predicted to experience significant effects at operation:

- VRA G1 Ingatestone and Fryerning – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA G2 Billericay West – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA G3 Brentwood East – moderate and significant (adverse) within 0.5 km
- VRA G4 Ingrave and Herongate – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA G5 Little Burstead – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA G6 Basildon – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km.

Section H - Thurrock Council

13.13.12 Visual receptors within the following VRAs were predicted to experience significant effects at operation:

- VRA H1 Bulphan – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA H2 Horndon on the Hill – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA H3 Orsett – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA H4 Stanford-le-Hope – moderate and significant (adverse) within 0.5 km
- VRA H5 Grays and Chadwell St Mary – moderate and significant (adverse) within 1.5 km
- VRA H6 Southfields – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km
- VRA H7 Linford – major and significant (adverse) within 0.5 km, reducing to moderate and significant (adverse) between 0.5 km and 1.5 km.

Table A13.3.81 Summary of effects on visual receptor areas (Note: all effects are adverse)

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA A1: Swardeston			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A2: Stoke Holy Cross			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A3: Mulbarton and Wreningham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A4: Newton Flotman			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A5: Tacolneston			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A6: Forncett St Peter			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A7: Goose Green			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A8: Tibenham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A9: Shelfanger			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A10: Burston			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA A11: Fen Street			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA A12: Roydon and Diss			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA B1: Wortham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B2: Palgrave			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B3: Mellis			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B4: Finningham and Gislingham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B5 Wickham Skeith and Mendlesham			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B6: Stowupland			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B7: Forward Green and Creeting St Mary			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B8: Stowmarket			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B9: Needham Market			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B10: Great Bricett			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B11: Barking and Willisham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B12: Elmsett			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA B13: Somersham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C1: Burstall			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C2: Washbrook			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	None	No effect (not significant)	None	No effect (not significant)	None	No effect (not significant)
VRA C3: Ipswich West, Bramford and Sproughton			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Between 0.5-1.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C4: Chattisham			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C5: Capel St Mary			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	High	Major and significant	High	Major and significant	High	Major and significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C6: Raydon			**Sensitivity: low to high (national / regional value within the National Landscape, local / community value elsewhere, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	Low	Minor and not significant	Barely perceptible	Negligible and not significant
Between 0.5-1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA C7: Holton St Mary and East Bergholt			**Sensitivity: low to high (national / regional value within the National Landscape, local / community value elsewhere, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C8: Higham			**Sensitivity: High (national / regional value, high to medium susceptibility)**			
Within 0.5 km	High	Major and significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
Between 0.5-1.5 km	Low	Minor and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA C9: Stratford St Mary and Dedham			**Sensitivity: High (national / regional value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	Low	Minor and not significant	Low	Minor and not significant
Between 0.5-1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C10: Dedham Heath			**Sensitivity: low to high (national / regional value within the National Landscape, local / community value elsewhere, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	High	Major and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA C11: Langham			**Sensitivity: low to high (national / regional value within the National Landscape, local / community value elsewhere, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C12: Ardleigh			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA C13: Little Bromley			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA D1: Tye Green and Boxted			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA D2: Little Horkesley and Wormingford			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
VRA D3: Great Horkesley and Horkesley Heath			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA D4: North Colchester			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Between 0.5-1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
Beyond 1.5 km	None	No effect (not significant)	None	No effect (not significant)	None	No effect (not significant)
VRA D5: Fordham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA D6: West Bergholt, Fordham Heath and Eight Ash Green			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA D7: Fordstreet and Aldham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA D8: Great Tey			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA D9: Marks Tey			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA D10: Copford			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Between 0.5-1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA E1: Coggeshall			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA E2: Feering and Rivenhall			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	Effect	Magnitude	Effect	Magnitude	Effect
VRA E3: Kelvedon			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Between 0.5-1.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA E4: Silver End			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA E5: Black Notley and White Notley			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA E6: Terling and Witham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA F1: Great Leighs			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA F2: Peverel's Farm			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	Effect	Magnitude	Effect	Magnitude	Effect
VRA F3: Great Waltham			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA F4: Little Waltham			**Sensitivity: low to high (regional / local value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA F5: Chignall Smealy			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA F6: Chelmsford North-West			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA F7: Roxwell			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA F8: Writtle and Chelmsford West			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA F9: Edney Common			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA F10: Hylands Park			**Sensitivity: low to high (national / regional value within Hylands Park, local / community value elsewhere, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA F11: Margaretting and Stock			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA G1: Ingatestone and Fryerning			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA G2: Billericay West			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA G3: Brentwood East			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	Medium	Moderate and significant	Medium	Moderate and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Low	Minor and not significant	Low	Minor and not significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA G4: Ingrave and Herongate			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA G5: Little Burstead			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA G6: Basildon			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA H1: Bulphan			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA H2: Horndon on the Hill			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
VRA H3: Orsett			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA H4: Stanford-le-Hope			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Between 0.5-1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA H5: Grays and Chadwell St Mary			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	Medium	Moderate and significant	Medium	Moderate and significant
Between 0.5-1.5 km	High	Major and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	None	No effect (not significant)	None	No effect (not significant)	None	No effect (not significant)
VRA H6: Southfields			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	N/A	N/A	N/A	N/A	N/A	N/A

	Construction		Year 1 Operation		Year 15 Operation	
	Magnitude	**Effect**	**Magnitude**	**Effect**	**Magnitude**	**Effect**
VRA H7: Linford			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	High	Major and significant	High	Major and significant	High	Major and significant
Between 0.5-1.5 km	Medium	Moderate and significant	Medium	Moderate and significant	Medium	Moderate and significant
Beyond 1.5 km	N/A	N/A	N/A	N/A	N/A	N/A
VRA H8: East Tilbury			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Between 0.5-1.5 km	Low	Minor and not significant	Low	Minor and not significant	Low	Minor and not significant
Beyond 1.5 km	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant	Barely perceptible	Negligible and not significant
VRA H9: Tilbury Marshes			**Sensitivity: low to high (local / community value, high to low susceptibility)**			
Within 0.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Between 0.5-1.5 km	N/A	N/A	N/A	N/A	N/A	N/A
Beyond 1.5 km	None	No effect (not significant)	None	No effect (not significant)	None	No effect (not significant)

Abbreviations

Abbreviation	Full Reference
AONB	Area of Outstanding Natural Beauty
CSE	Cable Sealing End
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environment Statement
GLVIA	Guidelines for Landscape and Visual Impact Assessment
kV	Kilovolt
LCA	Landscape Character Areas
LCT	Landscape Character Types
LoD	Limit of Deviation
LVIA	Landscape and Visual Impact Assessment
NHLC	National Historic Landscape Characterisation
OS	Ordnance Survey
PAR	Primary Access Route
VRA	Visual Receptor Areas
ZTV	Zone of Theoretical Visibility

Glossary

Term	Definition
Backclothing	The creation of a visual background to an element by the landscape or landscape features.
GLVIA3	The Landscape Institute and Institute of Environmental Management and Assessment's Guidelines for Landscape and Visual Impact Assessment, Third Edition, Published by Routledge.
Magnitude (of effect)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long-term in duration [taken from GLVIA3].
Order Limits	The maximum extent of land within which the authorised development may take place.
Overhead line	Conductor (wire) carrying electric current, strung from pylon to pylon.
Pylons	Structures that support the overhead line (conductors). There are two types of pylons; suspension (line), where the conductors are simply suspended from the tower and tension (angle).
Quiet Lane	Quiet Lanes are minor rural roads, typically C or unclassified routes, which have been designated by local highway authorities to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. [taken from CPRE's Guide to Quiet Lanes, 2003].
Residual effects	The consequence of an 'impact' of construction, operation and decommissioning of the Proposed Development after mitigation measures have been applied.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor [taken from GLVIA3].
Significance (in EIA)	A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to the environmental topic [taken from GLVIA3].
Visual amenity	The overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area [taken from GLVIA3].
Visual effects	Effects on specific views and on the general visual amenity experienced by people [taken from GLVIA3].
Visual receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal [taken from GLVIA3].

Term	Definition
Visualisation	A computer simulation, photomontage or other technique illustrating the predicted appearance of a development [taken from GLVIA3].
Zone of Theoretical Visibility (ZTV)	A map, usually digitally produced, showing areas of land within which a development is theoretically visible [taken from GLVIA3].

Annex A. Viewpoint Assessment

nationalgrid

Annex A
Viewpoint Assessment

A.1 Introduction

A.1.1 The assessment of visual effects from the 206 viewpoints selected to represent views of the Project (as listed in Table A13.3.14 and shown on Figure 13.7: Visual Receptors and Viewpoints (document reference 6.13.F7) is set out in this Annex. The viewpoints are listed in Table A.1 along with the rationale for their inclusion in the assessment.

A.1.2 The assessment takes into account embedded (by design) and additional mitigation measures, as set out in Chapter 13: Landscape and Visual (document reference 6.13).

A.1.3 All effects during construction are short-term, partially reversible and adverse, unless stated otherwise.

A.1.4 All operational effects are long-term, irreversible and adverse, unless stated otherwise.

A.1.5 All stated distances in the assessment are approximate, and not exact.

A.1.6 Accompanying visualisations for each assessment viewpoint are shown on Figures 7.12.F1 to 7.12.F206. The visualisations were prepared in accordance with the methodology set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1).

Table A.1 LVIA Viewpoints[1]

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
Section A						
1.01	Venta Icenorum Roman Town, near Caistor St Edmund	623025	303323	1.7	Baseline photo	Representative of Venta Icenorum Roman Town at Caistor St Edmund (Scheduled Monument) and nearby Boudicca Way.
1.02	PRoW east of Swardeston (Swardeston FP6)	620396	302303	1.0	Photomontage	Representative of people living and moving around the community of Swardeston and using PRoW in the area.
1.03	PRoW east of Bracon Ash (Bracon Ash FP16)	618648	299288	0.7	Photomontage	Representative of people living and moving around the community of Bracon Ash and using PRoW in the area.
1.04	Long Lane, Flordon	618990	297507	0.9	Photomontage	Representative of people living and moving around the community of Flordon and using the local road network.
1.05	Holly Lane, Hapton	617571	296709	0.7	Photomontage	Representative of people living and moving around the community of Hapton, including visitors to the adjacent recreation ground.
1.06	Fundenhall Road, Fundenhall	615891	296716	0.5	Photomontage	Representative of people living and moving around the community of Hapton and Fundenhall and travelling along Fundenhall Road.

[1] During the viewpoint consultation process with stakeholders some viewpoints were removed and replaced by other locations, therefore not all viewpoint numbers are included

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
1.07	PRoW South of Forncett End (Forncett FP28)	614540	293305	0.3	Photomontage	Representative of people living and moving around the community of Forncett End and using PRoW in the area.
1.08	Mill Lane, Forncett St Peter	615688	292917	0.5	Photomontage	Representative of people living and moving around the community of Forncett St Peter and using the local road network.
1.09	PRoW west of Tibenham (Tibenham FP4)	613025	289870	0.6	Photomontage	Representative of people living and moving around the community of Tibenham and using PRoW in the area.
1.10	Diss Road, south-west of Tibenham	611703	288801	0.4	Photomontage	Representative of views from PRoW, scattered community and community using the local road network in this area.
1.11	B1134 Long Row, Gissing Common	614724	287758	2.8	Wireline	Representative of road users on the B1134 and recreational receptors at Gissing Common and using the local PRoW network. County Wildlife Site.
1.12	Heywood Road, south of Winfarthing	611120	285029	0.6	Photomontage	Representative of people living and moving around the communities of Winfarthing and Shelfanger and travelling along Winfarthing Road.
1.13	Heywood Road, north of Diss	611878	280993	1.3	Photomontage	Representative of people living and moving around the community of Diss, visiting Diss Cemetery and using the local PRoW and road network.
1.14	PRoW south of Bressingham Road (Roydon South Norfolk FP10)	608880	281175	0.3	Photomontage	Representative of people living and moving around the community of Bressingham Common and Diss and using PRoW in the area.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
1.15	A1066 High Road, west of Roydon	609541	280448	0.4	Photomontage	Representative of people living and moving around the communities of Diss and Roydon and along the A1066 High Road. Views from the churchyard of Grade I listed Church of St Remigius.
1.16	Chandler Road / Boudicca Way, south of Caistor St Edmund	623738	302950	2.2	Photomontage	Representative of people using Boudicca Way National Trail and the local road network along Chandler Road and Wash Lane. Located on the edge of Venta Icenorum Scheduled Monument.
1.17	Grove Lane / Boudicca Way, near Tasburgh Hill Fort	620186	295982	2.8	Wireline	Representative of people visiting the Scheduled Monument with information board and using the Boudicca Way National Trail.
1.18	PRoW north-east of Bunwell (Bunwell FP2)	612476	293877	2.0	Wireline	Representative of people living and moving around Bunwell and using PRoW to the north-east of the settlement.
1.19	Bressingham Steam Museum	608396	280489	0.6	Photomontage	Representative of people visiting Bressingham Steam and Gardens and located along PRoW.
1.20	Bunwell Village Hall	612802	292627	0.9	Baseline photo	Representative of people visiting Bunwell Village Hall, using the playing field and the local PRoW network. Close to a Grade II listed building.
1.21	PRoW near Roydon Fen	610135	280038	0.6	Photomontage	Representative of people visiting Roydon Fen and the local PRoW network and people moving and living within Roydon.
1.22	Doit Lane, near Roydon	608949	280029	0.3	Photomontage	Representative of people travelling on Doit Lane, south-west of Roydon.
Section B						

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
2.01	Ling Road, Wortham Ling	609513	279314	0.4	Photomontage	Representative of people visiting Wortham Ling and users of NCN Route 30.
2.03	PRoW Palgrave (Palgrave 5 / 6)	610757	278747	0.8	Photomontage	Representative of people living and moving around the community of Palgrave and using PRoW in the area.
2.04	Burgate Road, Burgate	608063	275530	0.8	Photomontage	Representative of people living and moving around the community of Burgate and using the local PRoW and road network. Close to Burgate Hall moated site Scheduled Monument and Church of St Mary Grade II* listed church.
2.05	Mellis Road, Mellis Green	608980	274021	1.0	Photomontage	Representative of people living and moving around the community of Mellis. Mellis Common Land and Mellis Conservation Area.
2.06	Mill Street, west of Gislingham	605419	271826	2.1	Wireline	Representative of people living and moving around the community of Gislingham and using the local road network.
2.07	PRoW south of Gislingham (Gislingham 25)	607938	271782	0.4	Photomontage	Representative of people living and moving around the community of Gislingham and using the local road network.
2.08	Wickham Street	608585	269597	0.7	Photomontage	Representative of people living and moving around the community of Wickham Street and using the local PRoW network.
2.09	PRoW Dandy Corner (Cotton 18)	607677	268025	0.7	Wireline	Representative of people living and moving around the community and using PRoW in the area.
2.10	Whiteup's Lane, north of Mendlesham Green	609424	264198	1.1	Photomontage	Representative of people living and moving around the community of Mendlesham Green and using the local PRoW network. Close to the Middy Railway Footpath.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
2.11	Middy Railway Footpath near Stonham Road	607973	264836	0.3	Photomontage	Representative of people living and moving around scattered community, people using the Middy Railway Footpath long distance trail and local PRoW network in the area.
2.12	Mid Suffolk Footpath / Gipping Road, west of Saxham Street	607840	261787	1.2	Photomontage	Representative of people living and moving around scattered community, people using the Mid Suffolk Footpath long distance footpath and local PRoW and road network in the area.
2.13	PRoW south of Stowupland (Stowupland 28)	606904	259685	1.5	Photomontage	Representative of people living and moving around the community of Stowupland and using the local PRoW and road network, including the A1120.
2.14	Creeting Lane, Creeting St Peter	607847	258449	0.9	Photomontage	Representative of people living and moving around the community of Creeting St Peter and using PRoW in the area. View towards Roydon Hall Grade II* listed buildings and beyond.
2.15	PRoW, north-west of Needham Market (Needham Market 5)	607930	255291	0.9	Photomontage	Representative of people living and moving around the community of Needham Market and using PRoW in the area. Long Distance views available from here.
2.16	PRoW near Badley Hall Farm (Badley 21)	606285	255982	1.0	Photomontage	Representative of people using local PRoW network at Badley, including Badley Walk. Within Badley Church Green Conservation Area and adjacent to Church of St Mary (Grade I listed) and nearby Chantry (site of) Scheduled Monument.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
2.17	B1078 Barking Road, Barking Tye	606590	252289	0.8	Photomontage	Representative of people living and moving around the community of Barking Tye and using local road and PRoW network and Common Land in the area.
2.18	B1078, Great Bricett	603967	250293	1.7	Photomontage	Representative of people living and moving around the community of Great Bricett and using local road and PRoW network.
2.19	PRoW near Castle Farm, Offton (Offton 27)	606380	249212	0.5	Photomontage	Representative of people using local PRoW network around Offton. Near to Offton Castle Scheduled Monument.
2.20	Tye Lane, east of Flowton	609892	247086	0.8	Photomontage	Representative of people living and moving around the community and people using the local PRoW in this area.
2.21	Offton Road, north of Elmsett	606031	247201	1.4	Photomontage	Representative of people living and moving around the community of Elmsett and using the local PRoW and road network. Located adjacent to Church of St Peter (Grade I listed).
2.22	Lion Road near St John's House / Goodrich Park	609841	277657	0.4	Photomontage	Representative of recreational users of a local PRoW which connects Goodrich Park with Wortham Ling.
2.23	Road south of Elm Pollard, west of Wickham Skeith	607930	269022	0.0	Photomontage	Representative of community travelling around Wickham Street and Wickham Skeith using the local PRoW and road network. Note lane to the south is Common Land.
2.24	PRoW near Mendlesham Hall, west of Mendlesham	608983	265990	0.4	Photomontage	Representative of people using the local PRoW network to the west of Mendlesham and scattered local community. Representative of interaction

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
	(Mendlesham 55)					between the existing 400 kV overhead line and the Project.
2.25	Nettlestead Road, Nettlestead	609437	249463	2.0	Photomontage	Representative of people using the local PRoW and scattered local community to the north of Somersham.
2.26	Ipswich Road, Somersham	607851	248918	0.9	Photomontage	Representative of local community and people using the local PRoW and road network to the west of Somersham, near Offton.
2.27	All Saints Road, Creeting Hills	609377	256012	1.5	Wireline	Representative of people using NCN Route 51 and the local road network at Creeting Hills and Needham Market.
2.28	Gipping Valley Path near Creeting Hall	607518	256778	0.4	Photomontage	Representative of people using the PRoW network and the Gipping Valley River Path.
2.31	New Road / PRoW north-east of Thrandeston (Thrandeston 5)	612131	277045	1.9	Wireline	Representative of people using the local PRoW and road network near Thrandeston.
2.32	PRoW north of Wortham (Wortham 39)	607630	277668	2.5	Wireline	Representative of people within Wortham and using the local PRoW network.
2.33	Mellis Road, south of Thrandeston	611084	275928	1.0	Photomontage	Representative of people using the local road and PRoW network and NCN Route 30 and living and moving around Thrandeston and Mellis.
2.34	Mendlesham Road / Potters Lane, Cotton	608385	266446	0.2	Photomontage	Representative of people living and moving around Cotton and using the local road and PRoW network.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
2.35	Mid Suffolk Footpath north of Tan Office	611058	263812	2.5	Wireline	Representative of people travelling on PRoW and the Mid Suffolk Footpath to the north-east of Mendlesham Green.
2.37	PRoW near The Causeway, west of Needham Market (Barking 14)	607721	254013	1.1	Photomontage	Representative of people using the PRoW network near The Causeway to the south of Needham Market.
2.38	B1078, Ringshall Stocks	605329	251485	0.2	Photomontage	Representative of people living and moving around Ringshall Stocks and using the local road and PRoW network.
2.39	Thornham Road, Thornham Park	609744	271537	1.4	Photomontage	Representative of people travelling along the local road network around Thornham Magna and visiting Thornham Park.
2.40	A1120, Forward Green	610141	259557	1.7	Wireline	Representative of people travelling along the Earl Stonham Blue Circular Route, using the local road network and living and moving within Forward Green.
2.41	Mid Suffolk Footpath near Mendlesham Green	609138	262681	0.3	Photomontage	Representative of people travelling along the Mid Suffolk Footpath long distance route and using the local PRoW network south of Mendlesham Green.
2.42	PRoW south of Finningham (Finningham 16)	606703	268729	1.2	Photomontage	Representative of users of the PRoW network and properties south of Finningham.
2.43	PRoW, Middlewood Green (Earl Stonham 8)	609487	261634	0.5	Photomontage	Representative of users of the PRoW network and properties on the northern edge of Middlewood Green.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
2.44	Fen Lane, near Woolney Hall, north of Creeting St Mary	609442	257815	0.8	Photomontage	Representative of users of the local road and PRoW networks between Creeting St Peter and Creeting St Mary.
2.45	Church Road, Battisford	605663	254167	0.9	Photomontage	Representative of residents and users of the local road and PRoW networks at Battisford.
2.46	Tye Lane, Flowton	608826	246726	0.4	Photomontage	Representative of residents and users of the local road network at Flowton.
2.47	Bullen Lane, Bramford	610520	246196	0.5	Photomontage	Representative of users of the local road and PRoW networks east of Bramford Substation.
2.48	PRoW south of Flowton (Burstall 7)	608959	246225	0.3	Photomontage	Representative of users of the PRoW network west of Bramford Substation.
2.49	Burgate Road, south of Little Green	607338	274571	0.3	Photomontage	Representative of the local community and local road network south of Little Green.
2.50	Wickham Road, south of Wickham Skeith	610194	267988	1.7	Photomontage	Representative of the local road and PRoW networks south of Wickham Skeith.
2.51	PRoW east of Winneygreen Farm	608377	250677	2.7	Baseline photo	Representative of the PRoW network east of Willisham Tye.
2.52	Minor Road near Hintlesham Priory	607467	245421	2.0	Baseline photo	Representative of the local communities west of Bramford Substation.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
2.53	Mid Suffolk Footpath near Mendlesham	610784	265310	2.3	Baseline photo	Representative of users of the Mid Suffolk Footpath near Mendlesham.
Section C						
3.01	Church Hill, near Burstallhill	609279	245170	0.7	Photomontage	View towards Bramford Substation. Representative of people living and moving around the community and people using the local PRoW and road network in this area.
3.02	Burstall Lane, Burstall	610221	244401	0.7	Photomontage	Representative of people living and moving around the community of Burstall and using local PRoW and road network.
3.04	Church Lane, Washbrook	610769	241968	0.8	Photomontage	Representative of people living and moving around the community of Washbrook and using local PRoW network.
3.05	The Street / NCR 1, Chattisham	608868	242088	0.6	Photomontage	Representative of people living and moving around the community of Chattisham and using local PRoW and NCN Route 1 on the local road network.
3.06	PRoW, Hintlesham (Hintlesham 27)	608699	243286	1.6	Wireline	Representative of people living within the community of Hintlesham and using local PRoW network.
3.07	Pigeon's Lane, Washbrook Street	610479	243000	0.2	Photomontage	Representative of people using the local PRoW and road network in this area.
3.08	NCR 1, Woodlands Road	606804	241405	1.0	Photomontage	Representative of people using the local PRoW and road network in this area and cyclists along NCN Route 1.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
3.09	PRoW, Little Wenham (Wenham Parva 14)	608072	239179	1.5	Photomontage	Representative of people living within scattered community and using local PRoW network. Cluster of listed buildings including Grade I listed Church of St Lawrence, formally Church of All Saints and Little Wenham Castle.
3.11	PRoW north of Ardleigh (Ardleigh 2)	605310	229788	0.2	Photomontage	Representative of people living and moving around the community of Ardleigh and using local PRoW and road network and within the conservation area.
3.12	Waterhouse Lane, Burnt Heath	607081	228304	0.8	Photomontage	Representative of people living and moving around the community of Burnt Heath and Bromley Cross and using local PRoW and road network. Potential view of EACN Substation.
3.13	PRoW, Little Bromley (Little Bromley 16)	608983	227889	1.9	Photomontage	Representative of people using the local PRoW and road network around Little Bromley and visiting the Church of St Mary (Grade II* listed). Potential view of EACN Substation.
3.14	Lodge Lane, Ardleigh Reservoir	603736	229039	0.7	Photomontage	Representative of people using Ardleigh Reservoir for recreation and people using the local road network.
3.15	Birchwood Road west of Lamb Corner	604211	231430	1.7	Photomontage	On the edge of the National Landscape. Representative of people living and moving around Lamb Corner and people using the local road and PRoW network in this area.
3.17	Great Wenham	606980	238224	2.0	Photomontage	Representative of people living and moving around Great Wenham and using the local PRoW and network. Potential view of CSE compound.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
3.19	Essex Way / Mill Hill, west of Lawford	608070	231568	2.4	Photomontage	Located within Dedham Vale National Landscape and on the Essex Way near to Lawford Park. Representative of people using the PRoW and road network within this historic landscape. Potential view of EACN Substation.
3.20	Fenbridge Lane	607196	233884	4.2	Photomontage	Representative of people living, moving and using the local road network within East Bergholt and within Dedham Vale National Landscape. Locally promoted viewpoint with bench, close to locations where Constable painted. Close to the edge of East Bergholt Conservation Area.
3.21	Barn Lane, Little Bromley	608749	229201	1.3	Photomontage	Representative of PRoW network in this area and of the site of the Tendering Show at Lawford Farm.
3.22	PRoW near Sproughton (Sproughton 20)	611890	243751	0.9	Photomontage	Representative of people using the PRoW and road network near to Sproughton.
3.23	Crown Lane North, near Ardleigh Reservoir	602710	228997	0.8	Photomontage	Representative of people using the Protected Lane.
3.24	Higham Hill, south of Lower Raydon	603433	237366	4.2	Wireline	Representative of people using NCN Route 1 and living, moving and using the local road network within Dedham Vale National Landscape and using Sully Hills Quiet Lane.
3.25	PRoW near Woodlands Hall (Raydon 5)	606160	240065	0.5	Photomontage	Representative of users of the PRoW network near Woodland Hall.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
3.26	Essex Way, near Langham Hall	603354	233618	3.7	Baseline photo	Representative of users of the Essex Way near Langham.
3.27	B1066 Park Road, near Thorington Street	600453	235248	4.8	Baseline photo	Representative of users of the B1068 near Thorington Street, within the National Landscape.
3.28	PRoW near Capel St Mary (Copdock 19)	610221	239802	1.9	Photomontage	Representative of users of the PRoW network north-east of Capel St Mary.
3.29	Hadleigh Road, near Chantry Park	613340	244027	2.4	Baseline photo	Representative of residents and users of the road network at Chantry Park, on the edge of Ipswich.
3.30	PRoW south of Greenfields	607019	239544	0.7	Photomontage	Representative of the PRoW network north of Great Wenham.
3.31	Ardleigh Heath	604578	230256	0.5	Photomontage	Representative of residents around Ardleigh Heath and users of the local road network.
Section D						
4.01	Boxted Airfield Memorial, Park Lane	601864	231238	1.2	Photomontage	Representative of people living and moving around Langham, using the local road network and visiting Boxted Airfield Memorial.
4.02	PRoW, Oldhouse Farm, south of Boxted (Boxted 38)	600148	230631	0.4	Photomontage	Alternative location for Viewpoint 4.02. Representative of people using the local PRoW and road network in the area.
4.03	Broad Lane / Essex Way,	598142	230599	0.4	Photomontage	Potential view of CSE compound from Essex Way.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
	east of Great Horkesley					
4.04	PRoW off Holt's Road, east of Wormingford (Little Horkesley 18)	594783	231027	0.8	Photomontage	Potential view of CSE compound. Representative of people using the local PRoW network in this area.
4.05	PRoW near Hillhouse Wood, west of West Bergholt (West Bergholt 5)	594885	228331	0.9	Photomontage	Representative of people using the local PRoW network in this area.
4.06	A120 Coggeshall Road, Broad Green	588295	223233	0.5	Photomontage	Representative of scattered local community and people using the A120 main road connecting Braintree and Colchester and bridleway which connects into local PRoW network.
4.07	School Road / Stour Valley Path, west of Little Horkesley	595303	231999	1.7	Wireline	Within the National Landscape. Representative of people using the Stour Valley Path long distance footpath and people living and moving within the community of Little Horkesley and using the local road network.
4.08	Fordham	592846	228137	0.5	Wireline	Representative of people living and moving around Fordham and using the local road and PRoW network within open access land. Listed buildings at Fordham including Church of All Saints Grade I listed church. Close to NCN Route 13.
4.09	NCR 13, Fiddlers Hill	593289	226577	0.8	Wireline	Representative of people living and moving around Fordham Heath, using the local road network and NCN Route 13.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
4.10	Moor Road, Great Tey	589360	225941	1.6	Photomontage	Representative of people living and moving around Great Tay, using the local road network and the Essex Way long distance footpath. Close to edge of Conservation Area.
4.11	PRoW south of Aldham (Aldham 15)	591755	225436	0.2	Photomontage	Representative of people living and moving around Aldham and people using the local road and PRoW network.
4.12	A120 Coggeshall Road, Marks Tey	590877	223576	1.2	Photomontage	Representative of people living and moving around Marks Tay and people driving along the A120, the main road between Braintree and Colchester.
4.13	B1508 Main Road, Wormingford	593587	231543	1.9	Photomontage	Representative of people living and moving around Wormingford and using the local PRoW and road network. Located close to Dedham Vale National Landscape boundary although not within it.
4.14	Fordham Road, north-east of Fordham	594132	229219	0.3	Photomontage	Representative of people living and moving around roads to the east of Fordham.
4.16	Langham Playing Field off School Road, Langham	602226	231760	1.7	Photomontage	Representative of people within Langham, using local PRoW network and visiting Langham Playing Field. At edge of Stour Valley Project Area.
4.17	Lodge Lane, Colchester	602036	229696	0.4	Wireline	Representative of people using local road and living and moving around north Colchester.
4.18	NCN Route 1 / Langham Lane, north of Colchester	600520	229820	0.4	Photomontage	Representative of people using NCN Route 1 and Langham Lane.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
4.19	PRoW at Peppers Lane, east of Great Horkesley (Boxsted 28)	599262	230361	0.2	Photomontage	Representative of views experienced by people living and moving along Pepper's Lane and using the local PRoW network.
4.20	PRoW near Bullbanks Farm, west of Fordham Heath (Aldham 4)	592939	226454	0.6	Photomontage	Representative of people using the local PRoW network in this area.
4.21	Brook Road, north of Marks Tey	591763	224893	0.2	Photomontage	Representative of people using the local road network and living and moving around north of Marks Tay.
4.22	PRoW between Great Tey and Little Tey	587968	224934	1.1	Baseline photo	Representative of people using the local PRoW Network in this area.
4.23	Great Tey Road	589433	223872	0.4	Baseline photo	Representative of people living, moving and using the local road network near Little Tay.
4.24	Essex Way near Fordstreet	592120	227144	0.5	Photomontage	Representative of people living and moving around the settlement of Fordstreet and using the Essex Way Long Distance Footpath and open access land within the Colne Valley.
4.25	Essex Way, Mill Road, south of Fordham	592808	227246	0.2	Photomontage	Representative of people along PRoW within the Colne Valley.
4.26	Essex Way, East Gores	588094	223847	0.2	Photomontage	Representative of people living and moving within East Gores, including along the local road and PRoW network.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
4.27	B1508 Colchester Road, near Grove Lodge	594953	230031	0.1	Photomontage	Representative of road users on the B1508 north of West Bergholt.
4.28	Essex Way near Poole's Farm	594179	227492	1.0	Baseline photo	Representative of users of the Essex Way in the Colne Valley.
4.29	PRoW north of Eight Ash Green / Fordham Heath (Eight Ash Green 1)	594271	226529	1.7	Photomontage	Representative of users of the PRoW network north of Fordham Heath / Eight Ash Green.
4.30	Mill Road, south of Fordham	592773	227719	0.2	Photomontage	Representative of residents in Fordham, users of the local road network and open access land.
4.31	Rectory Road near Hoe Farm, east of Great Tey	590641	225696	1.0	Photomontage	Representative of users of the local road and PRoW network east of Great Tey.
4.32	Essex Way, west of Teybrook Farm	588759	224708	0.6	Photomontage	Representative of users of the PRoW network and Essex Way, south of Great Tey.
4.33	Marks Tey Railway Station	591634	223944	1.1	Baseline photo	Representative of users of the railway station.
4.34	Crabtree Lane, north of West Bergholt	595235	230205	0.2	Photomontage	Representative of residents and users of the local road network north of West Bergholt.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
4.35	PRoW, Hemps Green (Fordham 5)	591736	229471	2.2	Wireline	Representative of users of the local road and PRoW networks north of Hemps Green.
4.36	Green Lane / Essex Way, Horkesley Green	598819	232126	1.6	Wireline	Representative of users of the local road network and Essex Way, west of Boxted.
4.37	Hines Close, Aldham	591714	225720	0.3	Photomontage	Representative of residents in Aldham.
4.38	Essex Way, West Bergholt	595759	227930	1.8	Wireline	Representative of users of the Essex Way and residents in West Bergholt.
Section E						
5.01	A120 layby, Stockstreet Farm, west of Coggeshall	582704	222647	3.2	Wireline	Representative of people driving along the A120, the main road between Braintree and Colchester.
5.02	Old Road, Feering	587652	220851	1.0	Photomontage	Representative of people living and moving around Feering and people using the local road and PRoW network.
5.03	Rivenhall Place, Silver End	582068	218709	0.2	Baseline photo	Representative of people using PRoW in this area.
5.04	White Notley	578716	218082	0.6	Photomontage	Representative of people living and moving around White Notley and people using the local PRoW network. Close to the edge of the Conservation Area. Note Essex Way long distance trail passes close to the settlement.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
5.05	Coggeshall Road, Coggeshall Hamlet	585529	221160	0.4	Photomontage	Representative of people living and moving around Coggleshall Hamlet and people using the local road network.
5.06	Cuthedge Lane, west of Coggeshall Hamlet	583389	221001	1.4	Photomontage	Representative of people using PRoW in this area.
5.07	NCR 16 and Ranks Green Road, east of Rank's Green	575649	217851	0.4	Photomontage	Representative of people living and moving around the community of Ranks Green, using the local PRoW and road network and using NCN Route 16. Potential view of CSE compound.
5.08	Fairstead Hall Road, Fairstead	576774	216718	1.0	Photomontage	Representative of people living and moving around Fairstead and people using the local road and PRoW network. Parish Church of St Mary the Virgin (Grade I listed) and Essex Way long distance footpath. Note NCR 16 passes close by. Potential view of CSE compound.
5.09	Fairstead Lodge Road near Fuller Street	574789	216569	0.3	Photomontage	Representative of people using local PRoW and road network in this area.
5.10	PRoW near Coggeshall Hall	585874	220848	0.0	Baseline photo	In the River Blackwater Valley near to Coggeshall Hall (Grade II listed buildings) and representative of people using PRoW in this area.
5.11	Cressing Temple Barns, south-west of Silver End	580097	218672	0.8	Photomontage	In the River Brain Valley at Cressing Temple Barns. Scheduled Monument, Grade I and II Listed Buildings, tea rooms and promoted visitor destination.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
5.12	PRoW, Faulkbourne (Faulkbourne 1)	579784	217143	0.6	Photomontage	Representative of people living and moving around the Brain Valley and using the PRoW network.
5.13	Tey Road / Buckley's Lane, between Coggeshall and Great Tey	586415	224605	1.6	Wireline	Representative of people using the local PRoW and road network in this area.
5.14	Essex Way south of Coggeshall	585741	222415	1.1	Photomontage	Representative of people using the PRoW / Essex Way along the River Brain, south of Coggeshall.
5.15	Essex Way south-east of White Notley	579248	218125	0.5	Baseline photo	Representative of people using the Essex Way along the River Brain.
5.16	Essex Way near Troy's Hall, north-east of Fairstead	577730	217364	0.1	Photomontage	Representative of people travelling on the Essex Way between Fairstead and White Notley.
5.17	PRoW south of Silver End (Silver End 18)	581063	218307	0.1	Photomontage	Representative of users of the PRoW network south of Silver End.
5.18	PRoW south of Coggeshall Hamlet (Kelvedon 1)	585542	220797	0.1	Photomontage	Representative of users of the PRoW network south of Coggeshall Hamlet.
5.19	PRoW north of Gambles Green (Terling 15)	576095	215022	2.2	Wireline	Representative of the local community and users of the PRoW network north of Gambles Green.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
5.20	PRoW, Black Notley (Black Notley 9)	576559	219850	2.0	Wireline	Representative of residents in Black Notley and users of the PRoW network.
5.21	Cranes Lane Overbridge, south-west of Kelvedon	584925	217973	1.9	Wireline	Representative of users of the local road network and scattered properties south of Kelvedon.
Section F						
6.01	Castle Close, Great Leighs	572727	216888	0.9	Photomontage	Representative of people living within Great Leighs and people using the local PRoW network.
6.02	Essex Way, west of Fuller Street	574333	215958	0.6	Photomontage	Representative of people using the Essex Way long distance footpath.
6.03	Essex Way, Chatham Green	571411	215070	0.8	Photomontage	Representative of people living and moving around the community of Chatham Green, travelling along the Essex Way long distance footpath and the local PRoW Network.
6.04	PRoW, Broad's Green (Great Waltham 85)	569283	212345	0.3	Photomontage	Representative of people living and moving around the community of Broad Green and travelling along the Saffron Trail long distance footpath and the local PRoW Network.
6.05	Centenary Circle, north-west of Chelmsford	568272	208939	0.9	Photomontage	Representative of people living and moving along the western edge of Chelmsford and people walking on Centenary Circle long distance footpath.
6.06	Galleons Hill, Roxwell	564952	208196	1.0	Photomontage	Representative of people living and moving around the community of Roxwell and using the local road and PRoW network.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
6.07	A414 south of Writtle	567470	205438	1.1	Wireline	Representative of people using the local PRoW network on the southern edge of Writtle.
6.08	Cooksmill Green	564019	205623	1.8	Photomontage	Representative of people living and moving around the community of Cooksmill Green.
6.09	The Causeway, Edney Common	565645	204743	0.8	Photomontage	Representative of people living and moving around the community of Edney Common.
6.10	St Peter's Way, east of Millgreen Common	564495	201772	1.5	Wireline	Representative of people travelling along St Peters Way long distance footpath and the local PRoW network in this area. Located within the boundary of 'Roman villa 100m north-west of Handley Barns' Scheduled Monument.
6.11	St Peter’s Way, south of Margaretting Tye	568078	200860	2.1	Wireline	Representative of people travelling along St Peters Way long distance footpath, NCN Route 13 and the local PRoW and road network.
6.12	Pleshey Castle	566539	214465	3.7	Wireline	Located within the town enclosure and castle at Pleshey, which is a Scheduled Monument with multiple listed buildings. Representative of people visiting the castle.
6.13	B1008, Little Waltham	570844	213242	0.2	Photomontage	Located on the edge of Little Waltham Conservation Area and representative of people living and moving around the village and using the local road network.
6.14	PRoW west of Broomfield (Broomfield 12)	570427	210578	1.3	Photomontage	Representative of the community of Broomfield and people using the local PRoW network and the locally promoted cycle path (Great Waltham to City Centre Cycle Route). Located on the edge of Broomfield Conservation Area, near the Grade II* Church of St Mary the Virgin.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
6.15	A414, Widford, near Hylands Park	569269	205058	2.5	Wireline	Representative of people living and moving around the south of Chelmsford and visiting Hylands Park which is a Grade II* listed RPG and visiting the Grade II Church of St Mary.
6.16	Chatham Hall Lane, north of Little Waltham	570652	213717	0.3	Photomontage	Representative of people using the local PRoW and network and living and moving around Little Waltham.
6.17	Sheepcotes Lane, Little Waltham	572603	213314	1.3	Photomontage	Representative of people living and moving around Little Waltham, using the local PRoW and road network. Close to a cluster of Grade II listed buildings.
6.18	Langleys Park, north of Great Waltham	569707	213696	1.0	Photomontage	Representative of people visiting Langleys RPG and people on the PRoW network. Representative of people living and moving around Great Waltham and using the local road network.
6.19	Victoria Road, west of Writtle	566453	213698	3.2	Photomontage	Representative of people living and moving on the western edge of Writtle and along the local road network.
6.20	PRoW, Chignall St James (Chignall 30)	567012	209637	0.3	Photomontage	Representative of residents and users of the PRoW network at Chignall St James.
6.22	PRoW near Skreens Park (Roxwell 20)	562850	208269	3.1	Baseline photo	Representative of peo.ple using the PRoW network near Skreens Park
6.23	NCN Route 1 / PRoW near Writtle College (Writtle 19)	567169	207025	1.1	Photomontage	Representative of people using the PRoW network and NCN Route 1 near Writtle College.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
6.24	Chignall Smealy	566654	211472	2.1	Photomontage	Representative of people using the local road network south of Chignall Smealy.
6.25	PRoW, east of Littley Green (Great Waltham 54)	570454	217292	3.0	Photomontage	Representative of people using the PRoW network east of Littley Green.
6.26	Hylands Park, near Hylands House	568355	204087	1.4	Wireline	Representative of people visiting Hylands Park.
6.27	Writtle Road, north of Margaretting	566827	202500	0.6	Photomontage	Representative of local residents and road users on Writtle Road, north of Margaretting.
Section G						
7.01	Ingatestone Road, Buttsbury	566392	198577	0.2	Photomontage	Representative of people using local PRoW and road network in this area. Located near Church of St Mary Grade II* listed church.
7.02	Old Church Lane, Mountnessing Hall	564886	196537	0.7	Photomontage	Representative of people using local PRoW and road network. Located near Mountnessing Hall listed building and Church of St Giles Grade I listed church.
7.03	Church Lane, Hutton	563690	194567	0.7	Photomontage	Representative of people living and moving around Hutton and people using the local PRoW and road network. Located within Hutton Village Conservation Area.
7.04	Tye Common Road, Tye Common	566643	193985	2.0	Wireline	Representative of people living and moving around Tye Common and people using the local road network.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
7.05	PRoW south of Little Burstead (Little Burstead 57)	566806	191561	1.2	Photomontage	Representative of people living and moving around Little Burstead and people using the local PRoW network. Located adjacent to Church of St Mary (Grade II* listed).
7.06	Octagon Plantation, Thorndon Country Park	563170	189806	2.0	Photomontage	Representative of people walking along the local PRoW network and visiting Thorndon Country Park South. Within Thorndon Park Conservation Area, Thorndon Hall RPG and near Old Thorndon Hall and Gardens Scheduled Monument.
7.07	PRoW east of Ingrave (Herongate and Ingrave 49)	563078	192257	1.9	Wireline	Representative of people living and moving around Ingrave and using the local PRoW network.
7.08	Dunton Hills Farm (Dunton Garden Village)	564336	188701	0.8	Photomontage	Representative of people living and moving within Dunton Garden Village once built and people using the local PRoW network.
7.09	PRoW near Ingatestone Hall (Ingatestone and Fryerning 39)	565256	198913	1.3	Photomontage	Representative of people using the local PRoW network at Ingatestone Hall and using the local road network along Hall Road.
7.10	B1007 Stock Road, south of Stock	568670	197459	2.1	Photomontage	Representative of the road network and scattered community south of Stock.
7.11	Church Road, east of Mountnessing	563597	197409	2.1	Wireline	Representative of the road network and scattered community east of Mountnessing.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
7.12	Ingatestone Road near White Tyrells	566784	198423	0.2	Wireline	Representative of local residents and road users on Ingatestone Road, near White Tyrells.
Section H						
8.01	Dunton Plotlands Nature Reserve	565931	187412	0.5	Photomontage	Representative of people visiting Dunton Plotlands Nature Reserve and using the local PRoW and road network.
8.02	Doesgate Lane, Bulphan	565028	186252	0.6	Photomontage	Representative of people living and moving around Bulphan and people using the local road network.
8.03	Orsett Road, Horndon on the Hill	566487	183054	0.4	Photomontage	Representative of people living and moving around Horndon on the Hill and people using the local PRoW network.
8.04	Thurrock Thameside Nature Park	569588	180622	2.5	Baseline photo	Representative of views from Thurrock Thameside Nature Park including visitor centre.
8.05	PRoW east of Chadwell St Mary (No 78)	565484	179661	0.2	Photomontage	Representative of people living and moving around Chadwell St. Mary and people using the local PRoW and road network.
8.06	PRoW North of Langdon Hills Country Park (No 154)	567536	186729	1.9	Photomontage	Representative of people visiting Langdon Hills Country Park and using the PRoW network.
8.07	Rectory Road, Orsett	564617	181608	1.5	Wireline	Representative of people living and moving around Orsett, visiting the showground and using the local PRoW.
8.08	Footpath off Butts Lane,	567982	181454	0.9	Photomontage	Representative of people living and moving within the west of Stanford-le-Hope.

No	Name	Easting	Northing	Distance from Project (nearest structure)	Visualisation Type	Reason for Selection
	Stanford-le-Hope					
8.09	One Tree Hill, Langdon Hills Country Park	569642	186013	4.0	Wireline	Representative of people visiting Langdon Hills Country Park.
8.10	PRoW, Orsett Fen (No 90)	562863	183345	2.7	Photomontage	Representative of the PRoW network and open access land at Orsett Fen.
8.11	PRoW near Southfields (No 42)	566327	180585	0.3	Photomontage	Representative of the PRoW network south of Southfields, near Orsett Golf Club.
8.12	Hoford Road, east of Chadwell St Mary	566012	179211	0.2	Photomontage	Representative of views from local roads and PRoW east of Chadwell St Mary.

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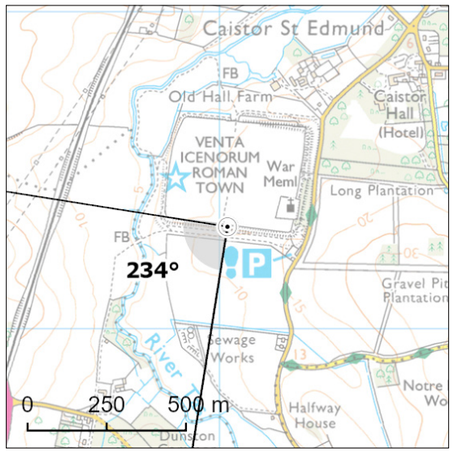
Viewpoint 1.01: Venta Icenorum Roman Town, near Caistor St Edmund

Section A

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

	Local Community
	Road Network
	National Cycle Network
X	Long Distance Path
	Public Right of Way
	Designated Landscape
X	Heritage Asset
	Promoted Viewpoint
	Open Access Land
X	Visitor Attraction

Notes on Viewpoint Location

OS Reference:	623025E 303323N	Distance to Nearest Structure:	1.74km
Approx. Elevation (ground level):	13.09m AOD	Time/Date:	15:45, 07/03/2023
General Direction of View:	234°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located within Venta Icenorum Roman Town Scheduled Monument, south-west of Caistor St Edmund and west of the Boudicca Way long distance footpath. Recreational receptors visiting Venta Icenorum Roman Town are of high susceptibility. The viewpoint is located within the site of a scheduled monument, adjacent to an information board, and therefore the view is of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

There are views south-west from a slightly elevated embankment across flat to gently undulating and open farmland along the Tas Valley, which is part of Venta Icenorum Roman Town. The fields are bounded by post and wire fencing and low hedgerows in the middle distance. In the middle distance vegetation cover increases, with mature hedgerow trees, avenue trees and woodland forming the horizon. To the east the landform rises to form a wooded horizon, where existing 132 kV and 400 kV overhead lines are visible on the skyline. Longer distance views are limited due to the gently rising landform and vegetation cover.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line in the middle distance to the south-west. There would be some filtering from intervening vegetation and the ground-level elements of construction are unlikely to be perceptible. Visible construction activity would include the movement of vehicles and machinery along haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes would be visible over the top of this vegetation. Due to distance and layers of intervening vegetation, it is unlikely that potential loss of vegetation as a result of construction activity would be perceptible. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by visitors to Venta Icenorum Roman Town and travelling along the adjacent Stoke Road. Construction activity would affect a small part of the view, and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the high sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance views to the south-east, as the proposed overhead line approaches Norwich Main Substation. The tops of the proposed overhead line would be visible on the skyline with filtering of the lower parts of the pylons due to intervening vegetation. Although the Project would be visible across a relatively small part of the view, the pylons would be stacked in front of each other. Existing overhead lines are present within this view and so the proposed overhead line would not be out of character for this baseline. There would be no change to the geographical extent identified during construction. The Project would affect a small proportion of the view, and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the high sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Operation Year 15

Proposed landscape mitigation within the Environmental Area at Norwich Main Substation is not likely to be perceptible due to intervening layers of vegetation which screen/filter Norwich Main Substation. The scale of change would remain small. The magnitude of effect would remain low.

Taking account of the high sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

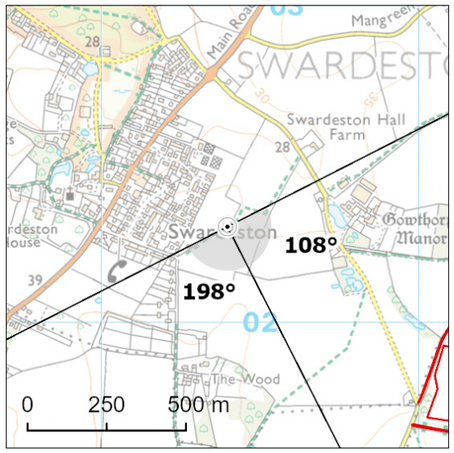
Viewpoint 1.01: Venta Icenorum Roman Town, near Caistor St Edmund (View Direction 234)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Viewpoint 1.02: PRoW east of Swardeston (Swardeston FP6)

Section A

Viewpoint Location Map



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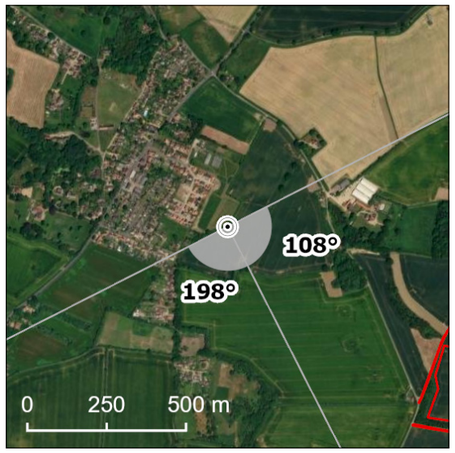
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	620396E 302303N	Distance to Nearest Structure:	1.02km
Approx. Elevation (ground level):	37.62m AOD	Time/Date:	10:14, 18/01/2024
General Direction of View:	108°/198°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the east of Swardeston. Recreational receptors using the PRoW network and community receptors at Swardeston are of high susceptibility. The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views east across arable fields which are bounded by hedgerows and hedgerow trees. In the middle distance are agricultural buildings and a property at Gowthorpe Manor, nestled within a block of woodland. In the distance an existing 400 kV overhead line is visible on the skyline, above a wooded horizon.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance, however views towards the elements of construction at ground-level would be filtered and screened by intervening hedgerows and the woodland at Gowthorpe Manor. Construction activity would include filtered views towards the movement of vehicles and machinery along temporary haul roads. Taller elements, such as partially constructed pylons and construction machinery such as cranes would be visible above the vegetation. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by users of the PRoW between Swardeston and Swardeston Hall Farm. Construction activity would affect a small proportion of this view, and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Operation Year 1

During operation, the proposed overhead line would be visible in middle distance views as it approaches Norwich Main Substation. The overhead line would be visible on the skyline above existing hedgerows but would be filtered and screened in places by hedgerow trees and by the woodland at Gowthorpe Manor. Existing overhead lines are present within this view and so the proposed overhead line would not be out of character for this baseline. Proposed mitigation planting within the Environmental Area around Norwich Main Substation would be immature at this stage and would be unlikely to provide any screening or filtering of views. There would be no change to the geographical extent identified during construction. The Project would affect a small proportion of this view, and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse)**.

Operation Year 15

Proposed landscape mitigation within the Environmental Area at Norwich Main Substation would be just perceptible on the horizon, but would not screen/filter views towards the Project. The scale of change would remain small. The magnitude of effect would remain low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse)**.

Viewpoint 1.02: PRoW east of Swardeston (Swardeston FP6) (View Direction 108)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.02: PRoW east of Swardeston (Swardeston FP6) (View Direction 108)

Photomontage of the Project - Year 1 Mitigation (90 Degree Field of View)

Photomontage of the Project - Year 15 Mitigation (90 Degree Field of View)

Viewpoint 1.02: PRoW east of Swardeston (Swardeston FP6) (View Direction 198)

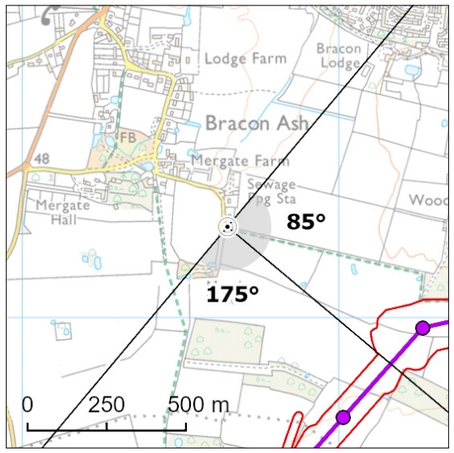
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.03: PRoW east of Bracon Ash (Bracon Ash FP16)

Section A

Viewpoint Location Map



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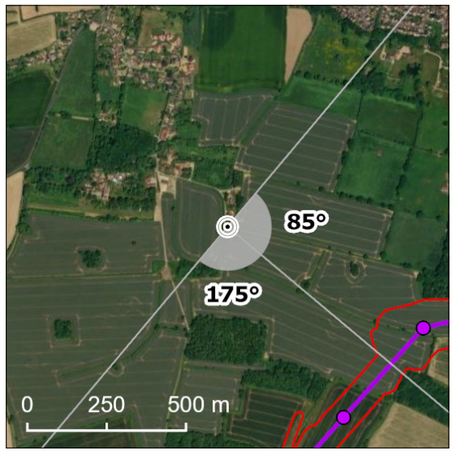
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	618648E 299288N	Distance to Nearest Structure:	0.69km
Approx. Elevation (ground level):	44.97m AOD	Time/Date:	14:29, 18/12/2023
General Direction of View:	85°/175°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the south-east of Bracon Ash. Recreational receptors using the PRoW network and community receptors east of Bracon Ash are of high susceptibility. The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views east across arable fields enclosed by intact hedgerows. In the middle distance are further intact hedgerows with mature hedgerow trees as well as woodland at Woodlands to the east and Marsh Green to the south. More distant woodland at The Firs forms the horizon to the east in more distant views. A wood pole line crosses the PRoW to the east of the viewpoint.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in middle distance views. Views towards the elements of construction at ground-level would be partially filtered and screened by intervening hedgerows, hedgerow trees and woodland. Construction activity would include filtered views towards the movement of vehicles and machinery along temporary haul roads. Taller elements of construction, such as crossing protection scaffold where it crosses Long Lane, partially constructed pylons and construction machinery such as cranes, would be visible above this vegetation. This viewpoint represents close to middle distance views from the PRoW, with southern views filtered by hedgerows. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by residents at the eastern side of Bracon Ash and users of the PRoW between Bracon Ash and Woodlands. Construction activity would affect a small proportion of this view, and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Operation Year 1

During operation, the proposed overhead line would be visible in middle distance views between Mulbarton and Newton Flotman. The overhead line would be partially screened by the woodland at Woodlands and south of Marsh Green, but it would be visible on the skyline above existing hedgerows in a gap between the two large woodland groups, where it would be prominent in views. The Project would be introduced into a view otherwise absent of electrical infrastructure, with the exception of wood pole lines. There would be no change to the geographical extent identified during construction. The Project would affect a small proportion of this view, and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain small. The magnitude of effect would remain low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Viewpoint 1.03: PRoW east of Bracon Ash (Bracon Ash FP16) (View Direction 85)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.03: PRoW east of Bracon Ash (Bracon Ash FP16) (View Direction 175)

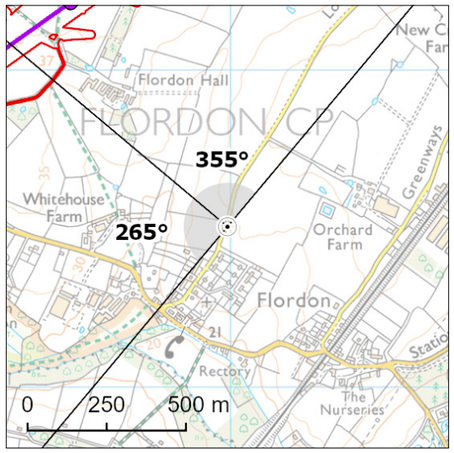
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.04: Long Lane, Flordon

Section A

Viewpoint Location Map



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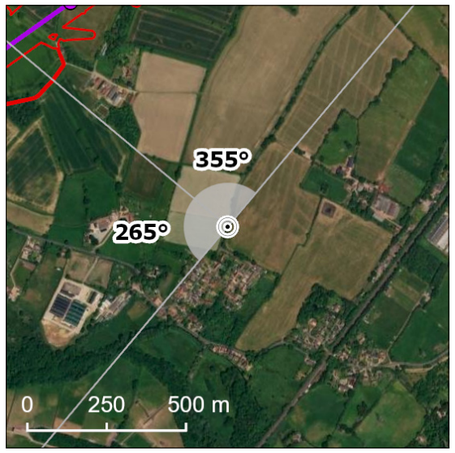
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	618990E 297507N	Distance to Nearest Structure:	0.86km
Approx. Elevation (ground level):	33.62m AOD	Time/Date:	10:23, 06/12/2023
General Direction of View:	265°/355°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Long Lane to the north of Flordon. Community receptors living and moving around Flordon are of high susceptibility. Road users are of medium susceptibility (noting that people walking would be more susceptible). This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views north-west from Long Lane, through a gap in the hedge which runs along the west side of the lane, across small to medium scale, semi-enclosed, gently rolling pasture in the foreground. In the middle distance the landform falls into a shallow valley before rising again to a wooded skyline. Buildings including Whitehouse Farm and Flordon Hall are visible amongst woodland and field boundary vegetation.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in middle distance views. Views towards ground-level elements of construction would be filtered by existing layers of vegetation including woodland. Taller elements of construction such as crossing protection scaffold where it crosses Flordon Road, partially constructed pylons and construction machinery such as cranes would be visible above intervening vegetation. Due to the distance and layers of intervening vegetation, it is unlikely that vegetation loss associated with the Project would be perceptible. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by road users travelling along a short section of Long Lane to the north of Flordon. Construction activity would affect a medium proportion of this view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance views as the proposed overhead line crosses to the north of Flordon Hall. The overhead line would be visible on the skyline, above a wooded horizon, with lower parts of the pylons being filtered by woodland. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified during construction. The Project would affect a medium proportion of this view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 1.04: Long Lane, Flordon (View Direction 265)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.04: Long Lane, Flordon (View Direction 355)

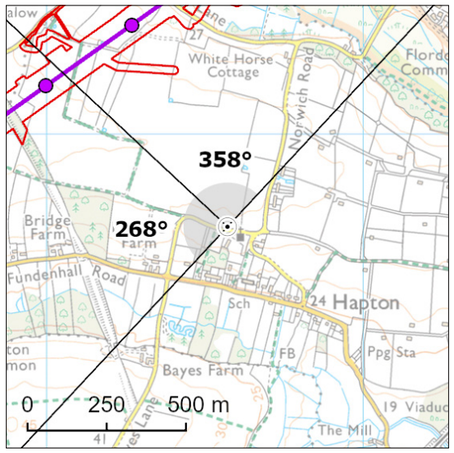
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.05: Holly Lane, Hapton

Section A

Viewpoint Location Map



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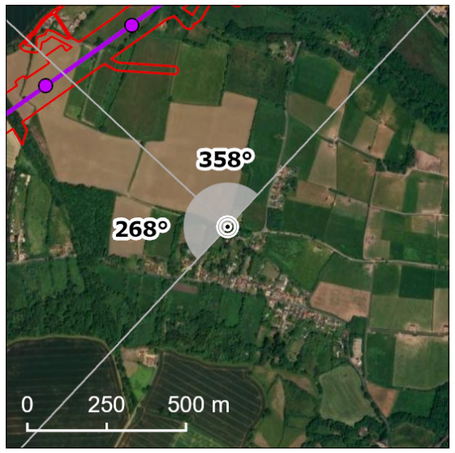
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- X Visitor Attraction

Notes on Viewpoint Location

OS Reference:	617571E 296709N	Distance to Nearest Structure:	0.7km
Approx. Elevation (ground level):	38.62m AOD	Time/Date:	10:41, 06/12/2023
General Direction of View:	268°/358°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Holly Lane on the northern edge of Hapton. Community receptors living and moving around Hapton and visiting the Church of St Margaret are of high susceptibility. Road users are of medium susceptibility (noting that people walking would be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

Views to the south and west of the viewpoint are screened by existing mature deciduous and coniferous trees in the grounds of the Church of St Margaret. However, the view becomes more open in the field north of Holly Lane and the adjacent Hapton Meadow Play Area, where the landform rises gently. This landform forms the brow of a hill on the skyline, screening more distant views, however the tops of canopies of several mature trees in the middle distance are visible above the landform. Properties along Norwich Road are visible to the north-east.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance, however views towards the elements of construction at ground-level would be partially filtered and screened by existing trees to the west of Holly Lane and by the gently rising landform to the north. Construction activity would include filtered views towards the movement of vehicles and machinery along temporary haul roads. Taller elements of construction such as crossing protection scaffold where it crosses Marsh Lane, partially constructed pylons and construction machinery such as cranes, would be visible over the brow of the hill on the skyline. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by residents at the northern edge of Hapton, users of Hapton Meadow Play Area and road users travelling along a short section of Holly Lane. Construction activity would affect a small proportion of this view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance views to the north, where the proposed overhead line runs to the west of Flordon Common. The proposed overhead line would be visible on the skyline, however the lower parts of pylons would be screened by the landform in the foreground. Trees within the Church of St Margaret would screen views towards the Project to the west, as would trees within the recreation ground to the north-east. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified during construction. The Project would affect a small proportion of this view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 1.05: Holly Lane, Hapton (View Direction 268)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.05: Holly Lane, Hapton (View Direction 358)

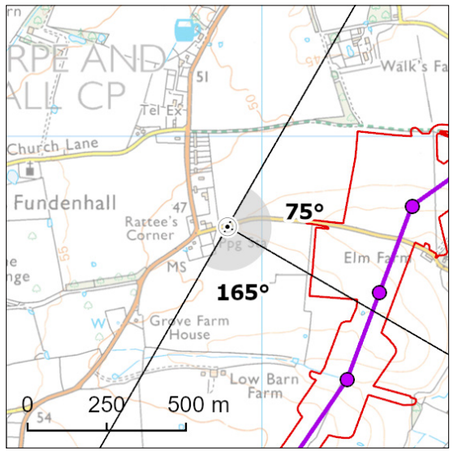
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.06: Fundenhall Road, Fundenhall

Section A

Viewpoint Location Map



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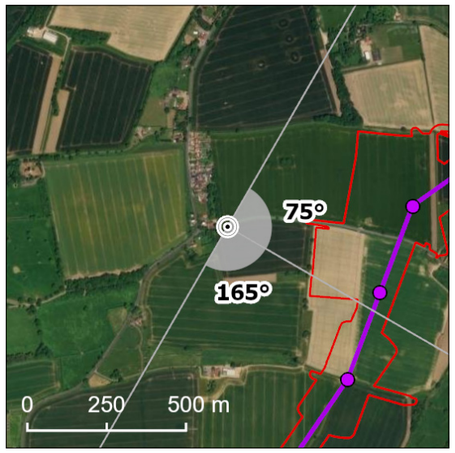
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	615891E 296716N	Distance to Nearest Structure:	0.52km
Approx. Elevation (ground level):	44.71m AOD	Time/Date:	13:51, 18/12/2023
General Direction of View:	75°/165°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Fundenhall Road, at the eastern edge of Fundenhall. Community receptors living and moving around Fundenhall are of high susceptibility. Road users are of medium susceptibility (noting that people walking would be more susceptible). This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views north and east from Fundenhall Road across flat, large-scale open arable fields in the foreground. In the middle distance the landform rises, and the brown of the hill forms the horizon to the east and south-east, with mature hedgerow trees breaking the skyline. In the distance, to the east, glimpses of a wooded horizon are visible, with an existing 400 kV overhead line visible on the skyline, although forming a small element of views.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance. Construction activity would be visible in open and relatively unfiltered views. Construction activity would include construction laydown areas, undergrounding of an existing wood pole line and the movement of vehicles and machinery along temporary haul roads. Taller elements of construction such as crossing protection scaffold where it crosses Fundenhall Road, partially constructed pylons and construction machinery such as cranes would be visible. Ground-level construction activity would be partially screened by the gently rising landform to the east and south-east. The potential loss of vegetation due to the Project and the undergrounding of the wood pole line such as roadside trees and hedgerows to the west of Hapton are likely to be perceptible in the middle distance. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by residents at the eastern edge of Fundenhall and road users on a short section of Fundenhall Road between Rattee's Corner and Elm Farm. Construction activity would affect a large proportion of this view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle-distance views where the proposed overhead line crosses to the west of Hapton Common and approaches the eastern side of Tacolneston. The overhead line would be visible in open, relatively unfiltered views in the middle distance. Woodland to the south of the viewpoint would filter/screen views of the proposed overhead line as it passes to the south. Landform to the south-east would partially screen the bottoms of the pylons in this direction. Although an existing 400 kV overhead line is visible on the skyline in distant views, the Project would appear larger in scale as it would be nearer to the viewpoint. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line and over any areas of underground cable) although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. There would be no change to the geographical extent identified during construction. The Project would affect a medium proportion of this view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 1.06: Fundenhall Road, Fundenhall (View Direction 75)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.06: Fundenhall Road, Fundenhall (View Direction 165)

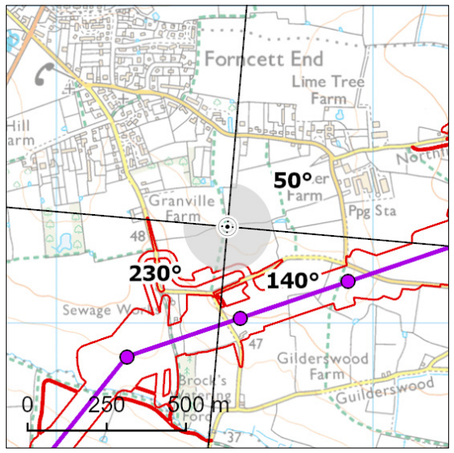
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.07: PRoW South of Forncett End (Forncett FP28)

Section A

Viewpoint Location Map



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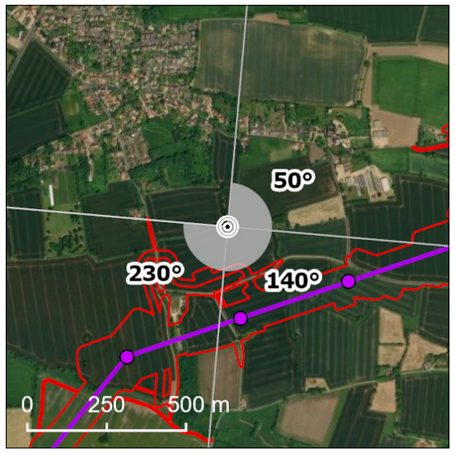
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	614540E 293305N	Distance to Nearest Structure:	0.29km
Approx. Elevation (ground level):	56.42m AOD	Time/Date:	11:35, 06/03/2023
General Direction of View:	50°/140°/230°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the south of Forncett End. Recreational receptors using the PRoW network and community receptors south of Forncett End are of high susceptibility. The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are far-reaching views towards the south and south-west across open, gently sloping arable farmland towards the middle distance. In the middle distance the landform falls towards a tributary valley of the River Tas which is characterised by gently rolling farmland and woodland blocks. In the distance the landform rises slightly towards is a wooded horizon. Views to the immediate east are filtered by mature trees within boundary hedgerows. However, in this direction there are middle distance views towards properties within Forncett End through gaps in field boundary vegetation.

Description of Effects

Effects during Construction

There would be close views towards construction activity associated with the proposed overhead line to the south. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements such as crossing protection scaffold where it crosses Tabernacle Lane and Long Stratton Road, partially constructed pylons and construction machinery such as cranes. The potential loss of trees and hedgerows to the south of Forncett End is likely to be perceptible in the middle distance. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by residents at the southern edge of Forncett End and users of the PRoW south of Long Stratton Road. The Project would affect a large proportion of this view, and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse)**.

Operation Year 1

During operation, the Project would be visible in close views. The overhead line would be prominent across much of the view, due to the open character of the foreground. The proposed overhead line would also be visible where it heads south towards Bunwell Hill, where pylons would be stacked and visible on the skyline, above existing vegetation in medium and long distance views. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line and over any areas of underground cable), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified during construction. The Project would affect a large proportion of this view, and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain large. The magnitude of effect would remain high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Viewpoint 1.07: PRoW South of Forncett End (Forncett FP28) (View Direction 50)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.07: PRoW South of Forncett End (Forncett FP28) (View Direction 140)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.07: PRoW South of Forncett End (Forncett FP28) (View Direction 230)

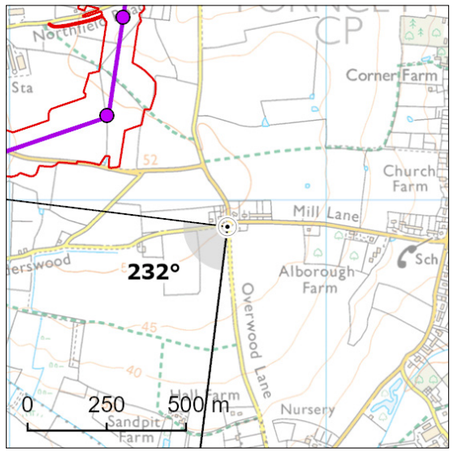
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.08: Mill Lane, Forncett St Peter

Section A

Viewpoint Location Map



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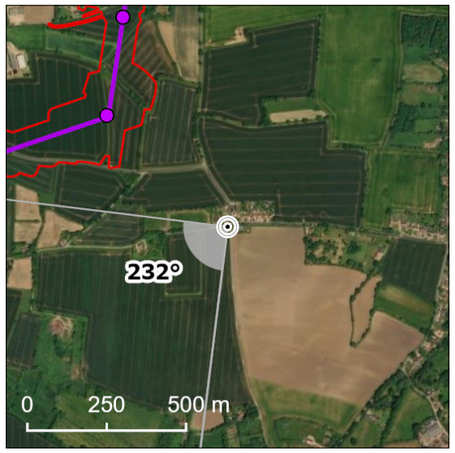
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	615688E 292917N	Distance to Nearest Structure:	0.51km
Approx. Elevation (ground level):	49.32m AOD	Time/Date:	12:32, 06/03/2023
General Direction of View:	232°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Mill Road / Gilderswood to the west of Forncett St Peter. Community receptors living and moving around Mill Road / Gilderswood are of high susceptibility. Road users are of medium susceptibility (noting that people walking would be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are close views to the north-west and north-east along Gilderswood and Mill Lane to buildings and garden vegetation. Views are more open to the south-west, where there are large arable fields and a lack of field hedgerows and trees in the foreground. In the middle distance, the landform gently fall towards a tributary valley of the River Tas. In long distance views the landform rises slightly towards woodland, which forms the skyline, and St Michael, Aslacton church tower which is nestled within the woodland.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in middle and long distance views to the south-west, however views towards the elements of construction at ground-level would be partially filtered and screened by existing vegetation in the middle distance. Construction activity would include filtered views towards the movement of vehicles and machinery along temporary haul roads. Taller elements such as crossing protection scaffold where it crosses Tabernacle Lane and Long Stratton Road, such as partially constructed pylons and construction machinery such as cranes would be visible above vegetation. Construction activity to the north-west would be largely screened by buildings and vegetation in the settlement. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by residents along Mill Lane and road users over short sections of Guilderswood and Overwood Lane. The scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle and long distance views to the south-west. The proposed overhead line would be visible on the skyline for much of the view although would be small in scale. Views towards the Project to the north-west of the viewpoint, where it is at its closest, would be screened by buildings and vegetation within the curtilage of properties along Mill Lane. There would be no change to the geographical extent identified during construction. The scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 1.08: Mill Lane, Forncett St Peter (View Direction 232)

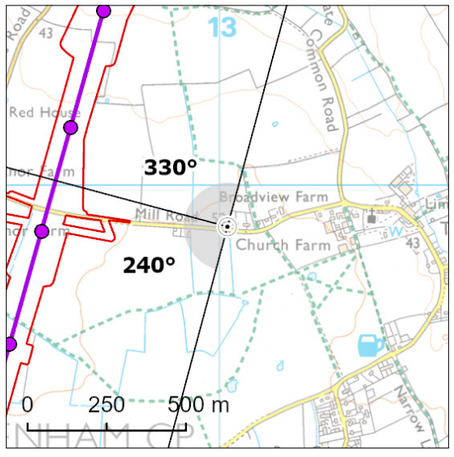
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.09: PRoW west of Tibenham (Tibenham FP4)

Section A

Viewpoint Location Map



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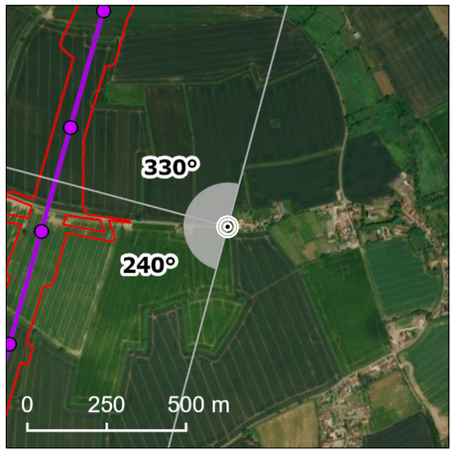
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	613025E 289870N	Distance to Nearest Structure:	0.58km
Approx. Elevation (ground level):	51.28m AOD	Time/Date:	11:16, 06/12/2023
General Direction of View:	240°/330°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Mill Road, at the western edge of Tibenham. The viewpoint is representative of a PRoW which runs approximately 50 m to the east. Recreational receptors along the PRoW and community receptors living and moving around Tibenham are of high susceptibility. Road users are of medium susceptibility (noting that people walking would be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

The western aspect of the view is partially screened by an existing maintained hedgerow which lines the southern side of Mill Road. Beyond this hedgerow there are views towards farmland, a property along Mill Road and wood pole lines which break the skyline above the hedgerow. To the north of the view, existing wood pole lines are visible running along Mill Road, which is lined on this side with a field ditch, allowing for open, extensive and far-reaching views. The land gently slopes away from the viewpoint large arable fields with a distinct absence of hedgerows and trees in the foreground. In the middle distance views, the land continues to gently falls towards woodland, hedgerows and occasional trees. In long distance views the landform rises slightly towards further woodland, nestled within which is scattered settlement. Woodland forms the horizon, and Tacolneston Transmitting Station can be seen on the skyline above the woodland.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in middle and long distance views. Views towards this would be open and unfiltered to the north, however views towards the elements of construction at ground-level, would be partially filtered and screened by hedgerows along Mill Road to the west. Construction activity would include the movement of vehicles and machinery along temporary haul roads. Taller elements such as crossing protection scaffold where it crosses Mill Road and Diss Road, and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by users of the PRoW which runs to the north of Mill Road. Construction activity would affect a large angle of view, and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in open middle and long distance views, as it runs across the River Tas valley to the north. The Project would be visible on the skyline and, due to the distinct absence of existing vegetation and the sloping valley landform, would be prominent in views. Views towards the Project to the west of the viewpoint, where it is at its closest, would be partially screened by existing hedgerows within the curtilage of properties along Mill Road, however the tips of the pylons would be visible above the hedgerow. The Project would be introduced into a view otherwise absent of electrical infrastructure, with the exception of wood pole lines. There would be no change to the geographical extent identified during construction. The Project would affect a large proportion of this view and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain large. The magnitude of effect would remain high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Viewpoint 1.09: PRoW west of Tibenham (Tibenham FP4) (View Direction 240)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.09: PRoW west of Tibenham (Tibenham FP4) (View Direction 330)

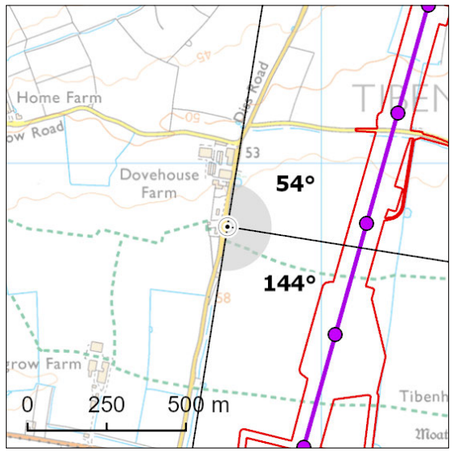
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.10: Diss Road, south-west of Tibenham

Section A

Viewpoint Location Map



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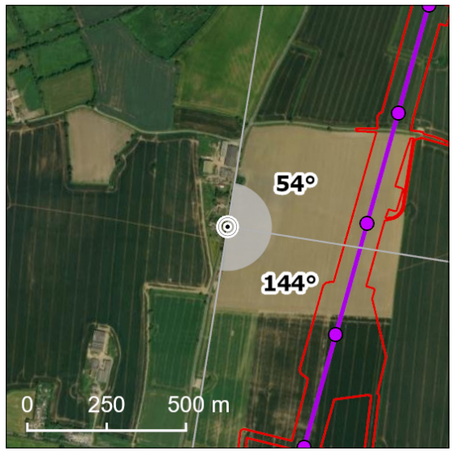
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	611703E 288801N	Distance to Nearest Structure:	0.43km
Approx. Elevation (ground level):	57.7m AOD	Time/Date:	12:58, 06/03/2023
General Direction of View:	54°/144°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Diss Road between Goose Green and Tibenham. Recreational receptors along the local PRoW network and community receptors living and moving around the properties along Diss Road, Tibenham are of high susceptibility. Road users are of medium susceptibility (noting that people walking would be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views to the east, north-east and south-east across arable fields. Due to the large field sizes and absence of trees and vegetation, as well as the notably flat topography in both the foreground and middle ground, views are open, extensive and far-reaching. In the middle distance the flat arable fields continue, with scattered mature trees and scattered properties nestled within the woodland. In long distance views to the north-east, the landform rises slightly towards further woodland and scattered trees, forming a wooded horizon.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in near, middle and long distance views. Views towards construction activity would be open and unfiltered due to the flat topography and lack of existing intervening vegetation. Construction activity would include the movement of vehicles and machinery along temporary haul roads, a temporary construction compound off Long Row (RG-Sate1) and the presence of taller elements such as crossing protection scaffold where it crosses Blackbarn Road and Long Row, partially constructed pylons and construction machinery such as cranes, which would be prominent features. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effects, similar views would be experienced by residents along Diss Road, PRoW Road users between Dovehouse Farm and Long Row. Construction activity would affect a large angle of view and the scale of change would be high. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in open near, middle and long distance views, on the skyline for much of this long length, over a wide angle of view. The overhead line would be located in the adjacent field and would be prominent in views as it runs off to the north-east and south-east. To the north-east, in long distance views, the proposed overhead line would be stacked and would be visible on slightly elevated landform. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified during construction. The Project would affect a large proportion of this view and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain large. The magnitude of effect would remain high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Viewpoint 1.10: Diss Road, south-west of Tibenham (View Direction 54)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.10: Diss Road, south-west of Tibenham (View Direction 144)

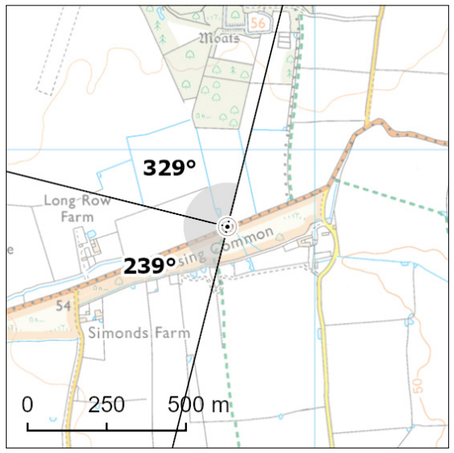
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.11: B1134 Long Row, Gissing Common

Section A

Viewpoint Location Map



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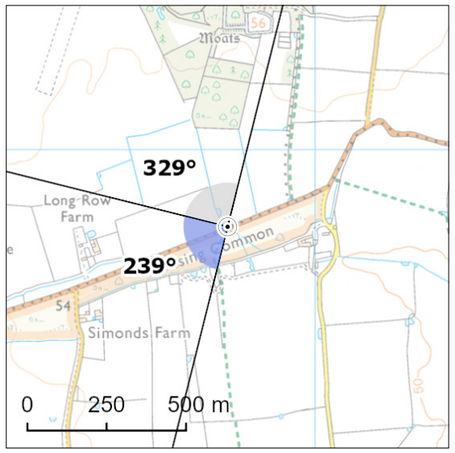
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- X Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	614724E 287758N	Distance to Nearest Structure:	2.77km
Approx. Elevation (ground level):	51.73m AOD	Time/Date:	13:39, 06/03/2023
General Direction of View:	239°/329°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on the B1134 Long Row, to the north of Gissing Common and a PRoW. Recreational receptors using local PRoW and open access land at Gissing Common, and community receptors along Long Row are of high susceptibility. Road users are of medium susceptibility (noting that people walking would be more susceptible). This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

To the south-west, south and east there are views across Gissing Common, which is established grassland, scrubland and woodland. The vegetation is dense and filters/screens the middle distance and longer distance views. To the north of the viewpoint are arable fields, where the field boundaries are defined by ditches. In the middle distance are maintained hedgerows, areas of woodland and clusters of trees, at both Long Row Farm and in the grounds of Channons Hall. In the gaps between the woodland in the middle distance there are longer views towards a wooded horizon.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line in middle to long distance views to the west and north-west. Views towards the elements of construction at ground-level would be partially filtered and screened by intervening vegetation within Gissing Common to the south-west, and field boundary vegetation and woodland to the north-west. Construction activity would include the movement of vehicles and machinery along temporary haul roads, the presence of taller elements such as crossing protection scaffold where it crosses Long Row and Blackbarn Road, partially constructed pylons and construction machinery such as cranes. Due to the distance between the construction activity and the viewpoint, it is unlikely any removal of vegetation would be perceptible in views. Construction activity may include lighting in the hours of darkness. In terms of geographical extent, similar views would be experienced by residents along the B1134 and users of Gissing Common. The construction activity would affect a wide proportion of this view although would be partially filtered and screened by vegetation, and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle to long distance views to the west and north-west, where the proposed overhead line runs to the west of Pristow Green. The overhead line would be visible on the skyline to the west, with some screening and filtering from trees in the middle distance. The proposed overhead line would form a relatively small element in the view. To the north the Project would be screened by woodland at Channons Farm and to the south-west by vegetation at Gissing Common. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified during construction. The Project would affect a wide proportion of this view although would be partially filtered and screened by vegetation, and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Operation Year 15

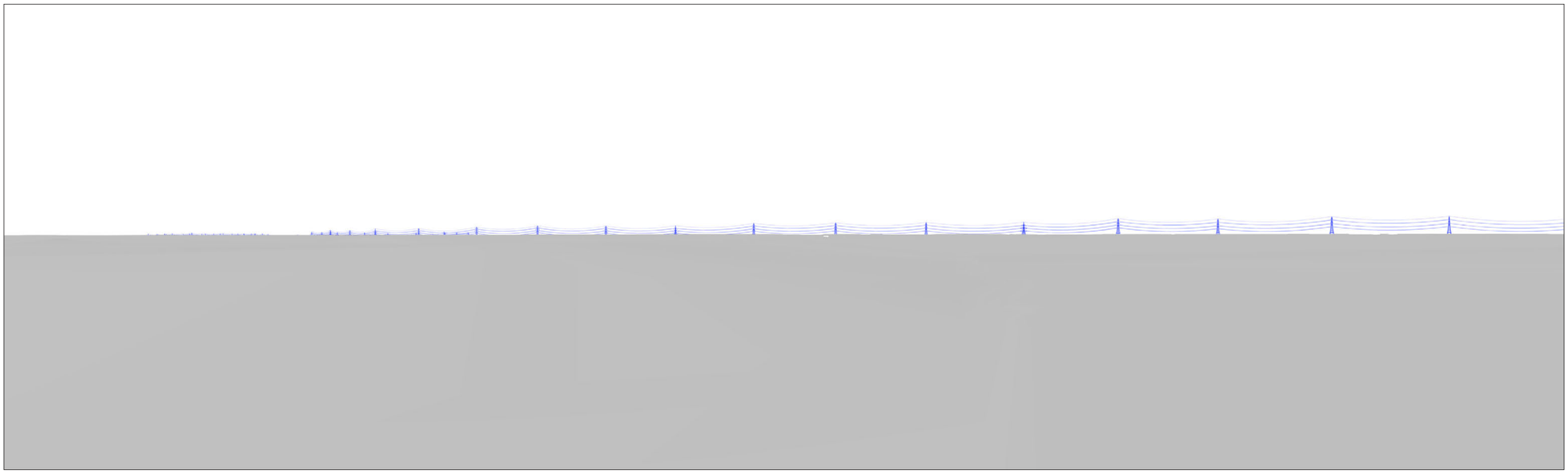
There are no additional mitigation measures proposed in this view. The scale of change would remain small. The magnitude of effect would remain low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Viewpoint 1.11: B1134 Long Row, Gissing Common (View Direction 239)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

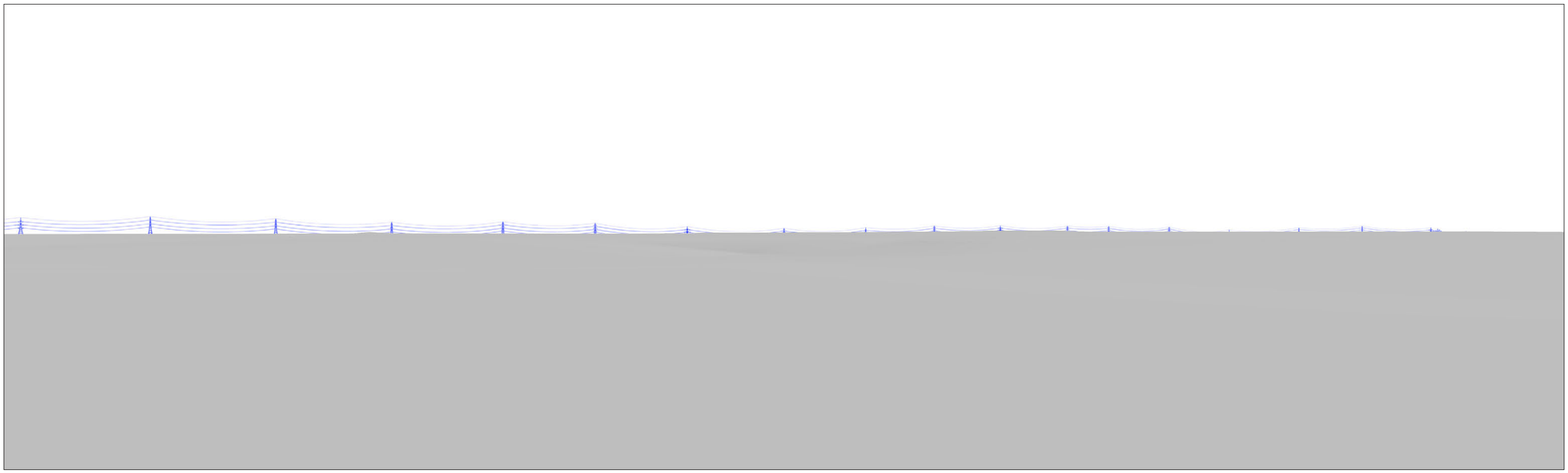
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 1.11: B1134 Long Row, Gissing Common (View Direction 329)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

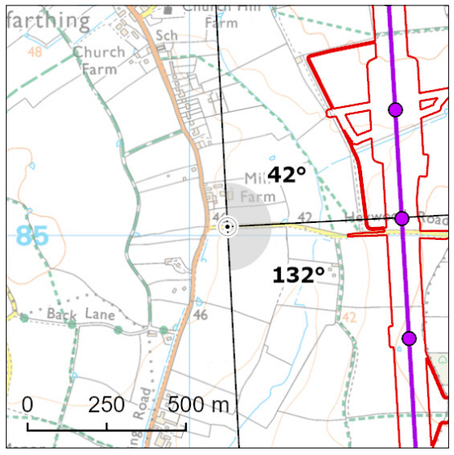
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 1.12: Heywood Road, south of Winfarthing

Section A

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	611120E 285029N	Distance to Nearest Structure:	0.55km
Approx. Elevation (ground level):	44.61m AOD	Time/Date:	13:17, 06/03/2023
General Direction of View:	42°/132°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Heywood Road (Quiet Lane), near the junction with Mill Road / Winfarthing Road, south of Winfarthing. Community receptors living in and moving around Winfarthing are of high susceptibility. Road users are of medium susceptibility as Heywood Road is designated as a Quiet Lane (noting that people walking would be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are open views in all directions from this location, across large arable fields defined by field ditches and mature hedgerows. The fields are interspersed with small areas of woodland including at The Downs, to the east. The landform falls gently to the east and south into a shallow valley, before rising to a wooded horizon. To the north there are views towards properties along Mill Road, including Mill Farm. There are existing wood pole lines running parallel to Heywood Road.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and third-party works in middle to long distance views to the north-east, east and south-east. Although the construction works would be slightly elevated, located on the landform in the middle distance, there would be some filtering from intervening hedgerows, trees and woodland, including to ground level works located behind woodland at The Downs. Taller elements such as crossing protection scaffold where it crosses Heyward Road, partially constructed pylons and construction machinery such as cranes would be visible on the skyline above vegetation. Construction activity may include lighting in the hours of darkness. In terms of geographical extent, similar views would be experienced by residents along Winfarthing Road and Heywood Road and PRoW users between Winfarthing Road and Heywood Road. Construction activity would affect a large proportion of the of view, and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle to long distance views, including from Heywood Road (a Quiet Lane) where it runs to the east of Winfarthing and Shelfanger. The overhead line would be prominent on the skyline in much of the view given the elevated landform in the middle distance and open nature of views. There would be some filtering from vegetation in the middle distance and the lower parts of pylons located behind The Downs would be screened by woodland. The Project would be introduced into a view otherwise absent of electrical infrastructure, with the exception of wood pole lines. There would be no change to the geographical extent identified during construction. The Project would affect a large proportion of the of view. The scale of change would be large and the magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain large. The magnitude of effect would remain high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Viewpoint 1.12: Heywood Road, south of Winfarthing (View Direction 42)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.12: Heywood Road, south of Winfarthing (View Direction 132)

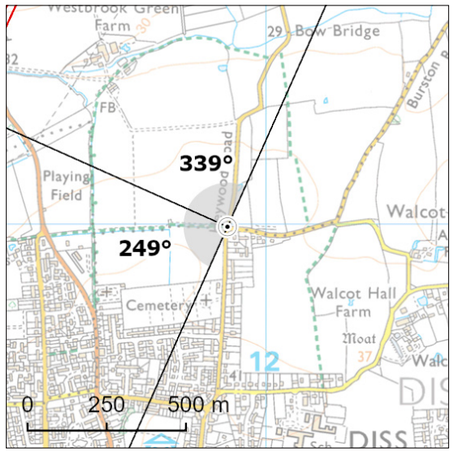
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.13: Heywood Road, north of Diss

Section A

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	611878E 280993N	Distance to Nearest Structure:	1.31km
Approx. Elevation (ground level):	38.34m AOD	Time/Date:	14:03, 06/03/2023
General Direction of View:	249°/339°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Heywood Road (a Quiet Lane) at the northern edge of Diss. A PRoW runs to the west of the viewpoint. Recreational receptors using the local PRoW and community receptors north of Diss are of high susceptibility. Road users on Heywood Road are of medium susceptibility as they are travelling along a Quiet Lane (noting that people walking would be more susceptible). This viewpoint is not within a designated landscape or promoted view and it is therefore of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are open views to the north-west across large arable fields enclosed by mature hedgerows, interspersed with mature trees and woodland. The landform falls gently in the middle distance to the north, into the valley of a tributary stream. Several farms are visible within the valley including Westbrook Green Farm. The landform rises slightly beyond this, towards a wooded horizon in longer distance views. Views towards Diss to the east and south are filtered by hedgerows and mature trees. There are views to the south-west towards mature deciduous and coniferous trees in the grounds of Diss Cemetery, and linear groups of trees along the boundary of Diss and District Athletics Club. The existing vegetation in both these locations screens views further into the distance.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and third-party works in middle distance views to the north-west. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements such as crossing protection scaffold where it crosses Shelfanger Road and Darrow Lane, partially constructed pylons and construction machinery such as cranes. Construction activity to the west would be filtered by vegetation along the edge of Diss, including trees along the boundaries of Diss Cemetery and Diss District Athletics Club. In terms of the geographical extent of effect, similar views would be available from the PRoW between Heywood Road and the athletics club, and along Heywood Road. Construction activity would affect a moderate proportion of this view and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance views to the north-west, including from Heywood Road (a Quiet Lane), where the proposed overhead line runs north of Diss. The Project would be visible on the slightly elevated landform in the middle distance, beyond the valley and Westbrook Green Farm, with some filtering by intervening trees and hedgerows. The pylons would form noticeable features above a wooded horizon. Views towards the Project to the south-west of the viewpoint would be filtered and screened by existing trees on the edge of Diss including at Diss Cemetery and Diss and District Athletics Club. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified at construction. The Project would affect a medium proportion of this view and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 1.13: Heywood Road, north of Diss (View Direction 249)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.13: Heywood Road, north of Diss (View Direction 339)

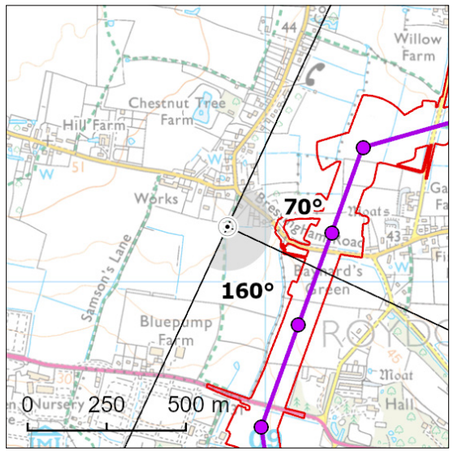
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.14: PRoW south of Bressingham Road (Roydon South Norfolk FP10)

Section A

Viewpoint Location Map



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Reasons for Selection

- [X] Local Community
- [ ] Road Network
- [ ] National Cycle Network
- [ ] Long Distance Path
- [X] Public Right of Way
- [ ] Designated Landscape
- [ ] Heritage Asset
- [ ] Promoted Viewpoint
- [ ] Open Access Land
- [ ] Visitor Attraction

Notes on Viewpoint Location

OS Reference:	608880E 281175N	Distance to Nearest Structure:	0.32km
Approx. Elevation (ground level):	44.57m AOD	Time/Date:	13:21, 06/12/2023
General Direction of View:	70°/160°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the south of Bressingham Road. Recreational receptors using the local PRoW network, and community receptors living and moving around Bressingham Road are of high susceptibility. This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are open views to the south-east from the PRoW across medium scale, gently undulating arable fields bounded by gappy hedgerows and hedgerow trees. There are close views towards the gardens of properties along Bressingham Road to the north and east, which frames views. Properties at Baynard's Green and along Hall Lane are visible to the south-east, nestled within woodland. There are more distant views to the south towards layers of woodland within the Waveney Valley. Field boundary vegetation filters views to the west.

Description of Effects

Effects during Construction

There would be close to medium distance views towards construction activity associated with the proposed overhead line and third-party works to the south-east. There would be some filtering of views by intervening vegetation within property curtilages to the east and field boundary vegetation to the south. Construction activity would include the movement of vehicles and machinery along temporary haul roads. Taller elements such as crossing protection scaffold where the Project would cross Bressingham Road and the A1066 High Road, partially constructed pylons and construction machinery such as cranes would be visible on the skyline above vegetation. Potential loss of vegetation including hedgerows and tree removal at Baynard's Green is likely to be perceptible in close views from along the PRoW between Bressingham Road and the A1066 High Road. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effect, similar views would be available from the PRoW between Bressingham Road and the A1066 High Road. Construction activity would affect a medium proportion of this view, and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in close to medium distance views where the proposed overhead line passes between Bressingham and Snow Street, before turning south-east towards the Waveney Valley. The proposed overhead line would be visible on the skyline in open views to the south-east and south. The pylons would be notable features and the proposed pylons would appear stacked in views to the south-east. To the north-east the proposed pylons would be largely filtered by garden vegetation, although the wires would be visible. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line), although at year 1 of operation the planting would be young and the vegetation loss would remain noticeable. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified at construction. The Project would affect a medium proportion of this view, and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain large. The magnitude of effect would remain high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Viewpoint 1.14: PRoW south of Bressingham Road (Roydon South Norfolk FP10) (View Direction 70)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.14: PRoW south of Bressingham Road (Roydon South Norfolk FP10) (View Direction 160)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

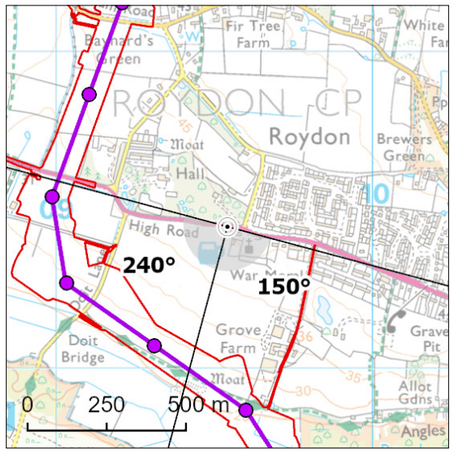
Legend

Existing vegetation to be removed

Viewpoint 1.15: A1066 High Road, west of Roydon

Section A

Viewpoint Location Map



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Aerial Photo

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Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	609541E 280448N	Distance to Nearest Structure:	0.44km
Approx. Elevation (ground level):	45.74m AOD	Time/Date:	15:21, 06/03/2023
General Direction of View:	150°/240°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on the A1066 High Road at the western end of Roydon. Community receptors living in and moving around Roydon are of high susceptibility. Road users are of low susceptibility (noting that people walking on pavements would be more susceptible). The viewpoint is not within a designated landscape, however, it is representative of Viewpoint 25 within the Diss and District Neighbourhood Plan. The view is therefore of regional / local value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are open views to the south through a gap in vegetation along the A1066 High Road. To the south there are views across large-scale arable fields, which slope gently into the Waveney Valley to the south. Woodland within the Waveney Valley, including at Wortham Ling, and on the slopes which rise beyond it form a wooded horizon in views south. Views to the south-east of the viewpoint are filtered and screened by mature deciduous and coniferous vegetation along the boundary of the White Hart public house and Church of St Remigius. There are close views of the church tower above vegetation. Existing trees along the A1066 High Road filter/screen views to the west and north.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and third-party works in close views to the south, including within the field which is adjacent to the viewpoint. Construction activity would include the movement of vehicles and machinery along temporary haul roads and third-party works. Taller elements such as crossing protection scaffold where it crosses Doit Lane, partially constructed pylons and construction machinery such as cranes would be visible in close views and more distant views on the wooded horizon beyond the Waveney Valley. Construction activity may include lighting in the hours of darkness. Vegetation along Doit Lane to the south-west and along the edge of Roydon to the south-east would filter and screen some construction activity. In terms of the geographical extent of effect, similar views would be available from High Road until its junction with Doit Lane. Construction activity would affect a large proportion of this view, and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in close views to the south where it crosses the north side of the Waveney Valley. The overhead line would be visible on the skyline for much of the view, however the lower parts of the proposed pylons would be backclothed by the wooded Waveney Valley. There would also be middle and long distance views of the Project on the wooded skyline beyond the Waveney Valley. Views towards the Project to the south-east would be filtered and screened by existing trees along the edge of Roydon, and to the west would be partially screened by trees along the A1066 High Road. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified at construction. The Project would affect a large proportion of this view and the scale of change would be large. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain large. The magnitude of effect would remain high.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Viewpoint 1.15: A1066 High Road, west of Roydon (View Direction 150)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Legend

Existing vegetation to be removed

Viewpoint 1.15: A1066 High Road, west of Roydon (View Direction 240)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

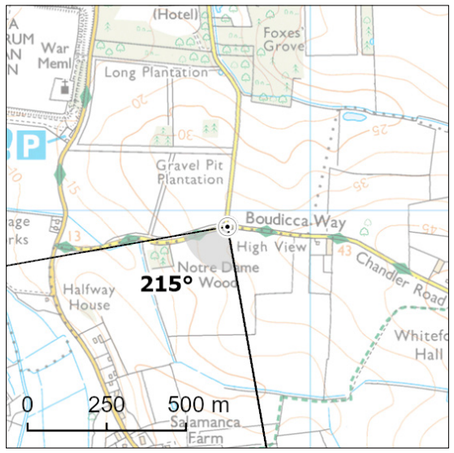
Legend

Existing vegetation to be removed

Viewpoint 1.16: Chandler Road / Boudicca Way, south of Caistor St Edmund

Section A

Viewpoint Location Map



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Reasons for Selection

	Local Community
X	Road Network
	National Cycle Network
X	Long Distance Path
	Public Right of Way
	Designated Landscape
X	Heritage Asset
	Promoted Viewpoint
	Open Access Land
X	Visitor Attraction

Notes on Viewpoint Location

OS Reference:	623738E 302950N	Distance to Nearest Structure:	2.24km
Approx. Elevation (ground level):	36.97m AOD	Time/Date:	09:51, 06/12/2023
General Direction of View:	215°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Chandler Road which forms part of the Boudicca Way long distance footpath / regional trail. The viewpoint is located at the eastern edge of Venta Icenorum Roman Town which is a scheduled monument. Recreational receptors using the Boudicca Way and community receptors living and moving around the settlement of Caistor St Edmund are of high susceptibility. Road users are of medium susceptibility, as receptors would be focussed on the surrounding landscape. This viewpoint is adjacent to the Venta Icenorum: Roman town and associated prehistoric, Anglo-Saxon and medieval remains Scheduled Monument, and is on a long distance path. Therefore, this view is of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

The viewpoint is slightly elevated and there are open views in all directions across gently sloping meadows and pasture, bounded by hedgerows with mature hedgerow trees and post and wire fences. Farmland is interspersed with small areas of woodland including Notre Dame Wood to the south-west. To the west and south-west there are views across the wooded and farmed Tas Valley towards a wooded horizon. There are scattered properties within the valley. Existing 132 kV and 400 kV overhead lines are visible on the skyline to the west.

Description of Effects

Effects during Construction

There would be medium to long distance views towards construction activity associated with the proposed overhead line to the south-west. Construction activity would include the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes, however this activity would be filtered and screened by intervening vegetation. Ground-level elements of construction are likely to be screened by intervening vegetation and the landform. In terms of the geographical extent of effect, similar views would be available for 0.4 m along Chandler Road and a small distance along the road leading north to Caistor St Edmund. Construction activity would affect a small proportion of this view and the scale of change would be small. The magnitude of effect is judged to be low.

Taking account of the high sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Operation Year 1

During operation, the Project would be visible in medium to long distance views to the south-west as the overhead line passes west of Dunston. The overhead line would be partially screened and filtered by existing woodland within the Tas Valley, although the tops of pylon would be visible on the skyline above the woodland. There would be some stacking between proposed pylons and the existing 400 kV overhead line. Existing 132 kV and 400 kV overhead lines are present within this view and so the proposed overhead lines would not be out of character for this baseline. There would be no change to the geographical extent identified at construction. The Project would affect a small proportion of this view and the scale of change would be small. The magnitude of effect is judged to be low.

Taking into account the high sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain small. The magnitude of effect would remain low.

Taking account of the high sensitivity, the significance of effect is judged to be minor and not **significant (adverse).**

Viewpoint 1.16: Chandler Road / Boudicca Way, south of Caistor St Edmund (View Direction 215)

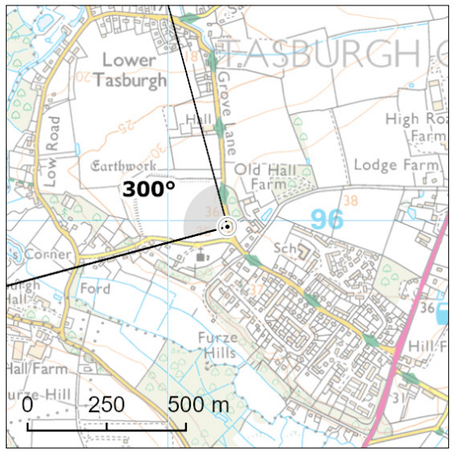
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.17: Grove Lane / Boudicca Way, near Tasburgh Hill Fort

Section A

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- X Long Distance Path
- Public Right of Way
- Designated Landscape
- X Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	620186E 295982N	Distance to Nearest Structure:	2.8km
Approx. Elevation (ground level):	36.16m AOD	Time/Date:	09:14, 05/04/2023
General Direction of View:	300°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Grove Lane north of Tasburgh, which forms part of the Boudicca Way long distance footpath / regional trail. The viewpoint is located within the east of Camp in Village, Tasburgh Scheduled Monument (a hill fort). Recreational receptors using the Boudicca Way and community receptors living and moving around the settlement of Tasburgh are of high susceptibility. Road users are of medium susceptibility, as receptors would be focussed on the surrounding landscape. This viewpoint is representative of Viewpoint 1 within the Tasburgh Neighbourhood Plan, lies within a scheduled monument and is on a long distance footpath. Therefore, this view is of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

To the north-west there are close views across a medium sized field of pasture, bounded by hedgerows and groups of trees, which filter more distant views to the north and west. In the middle distance the landform slopes gently towards the Tas Valley, where the roofs of properties within Lower Tasburgh are visible nestled within woodland and an existing 400 kV overhead line is visible on the skyline. There are longer distance views beyond the Tas Valley towards a wooded horizon. Views to the east and south are filtered by roadside vegetation. St Mary's Church in Tasburgh is visible to the south-west, filtered by field boundary vegetation.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line in long distance views, visible on the horizon to the north-west. Construction activity would include the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Construction activity would be partially filtered and screened by intervening vegetation and visible beyond an existing overhead line. In terms of geographical extent, similar views would be available from Grove Lane / Boudicca Way between Tasburgh and Lower Tasburgh. Construction activity would affect a small proportion of this view and the scale of change would be barely perceptible. The magnitude of effect is judged to be barely perceptible.

Taking account of the high sensitivity, the significance of effect is judged to be **negligible and not significant (adverse).**

Operation Year 1

During operation, the Project would be visible in long distance views to the north-west as it passes west of Hapton. The overhead line would be partially screened and filtered by existing woodland, although the tips of the pylons would just be visible on the skyline above existing woodland. An existing 400 kV overhead line is present within this view and so the proposed overhead line would not be out of character. The proposed overhead line would also be smaller in scale and more distant than the existing overhead line. There would be no change to the geographical extent identified at construction. The Project would affect a small proportion of this view and the scale of change would be barely perceptible. The magnitude of effect is judged to be barely perceptible.

Taking into account the high sensitivity, the significance of effect is judged to be **negligible and not significant (adverse).**

Operation Year 15

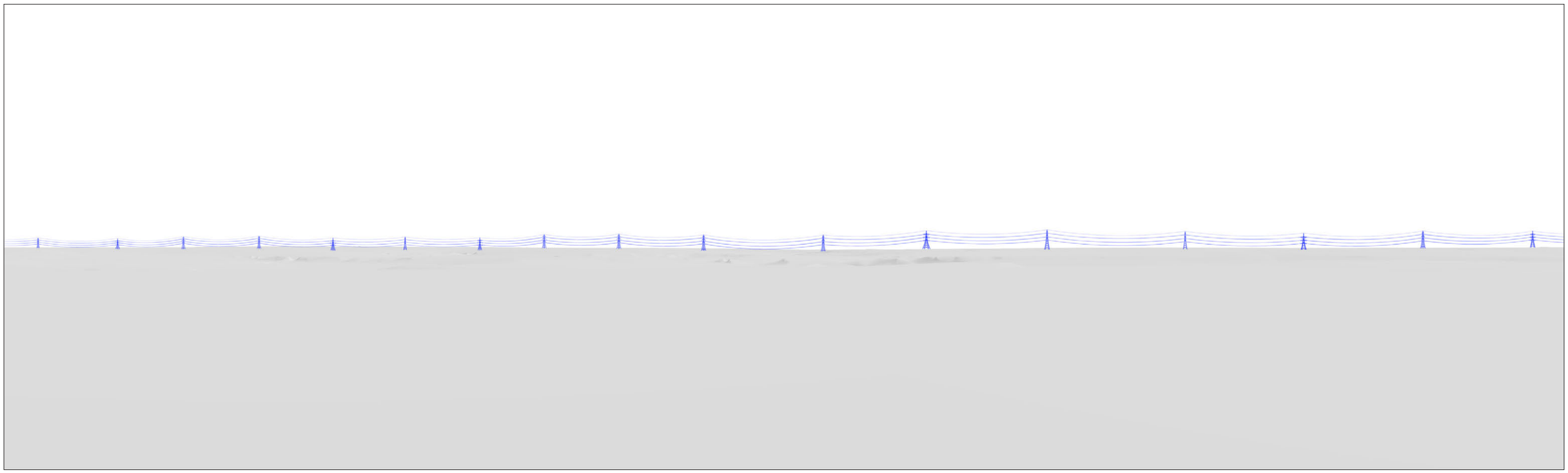
There are no additional mitigation measures proposed in this view. The scale of change would remain barely perceptible. The magnitude of effect would remain barely perceptible.

Taking account of the high sensitivity, the significance of effect is judged to be **negligible and not significant (adverse).**

Viewpoint 1.17: Grove Lane / Boudicca Way, near Tasburgh Hill Fort (View Direction 300)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

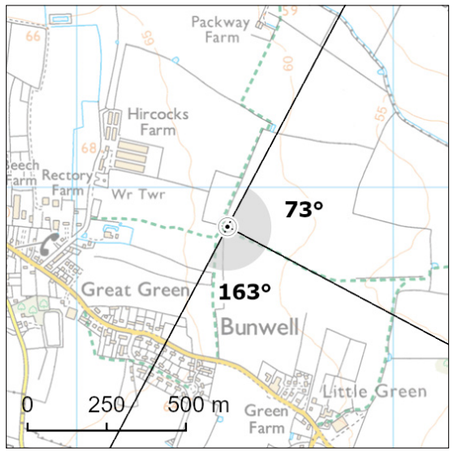
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 1.18: PRoW north-east of Bunwell (Bunwell FP2)

Section A

Viewpoint Location Map



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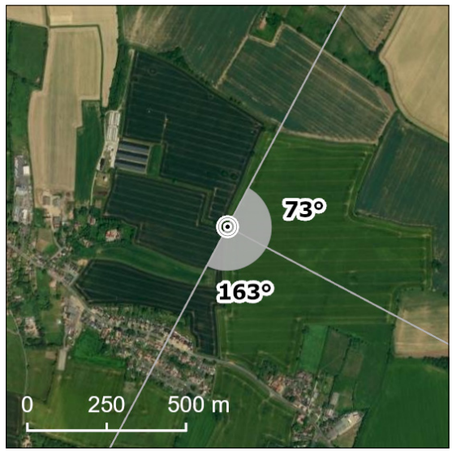
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	612476E 293877N	Distance to Nearest Structure:	1.97km
Approx. Elevation (ground level):	63.62m AOD	Time/Date:	14:41, 04/04/2023
General Direction of View:	73°/163°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the north of Great Green, Bunwell. Recreational receptors using the PRoW network are of high susceptibility. The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are open and slightly elevated views across large, flat arable fields, bounded by hedgerows, scattered trees, and a ditch to the south of the viewpoint. In middle distance views the large arable fields, hedgerows and trees continue. The settlement of Bunwell is visible to the east, set within mature trees and woodland. The tower of the Church of St Michael is visible on the skyline. Longer distance views towards a horizon of woodland and settlement of Forncett End are available to the east.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line on the horizon in long distance views. There would be some filtering and screening towards construction activity due to intervening vegetation in the middle and far distance. It is unlikely that the ground-level elements of construction including vegetation removal would be perceptible. Construction activity would include taller elements, such as partially constructed pylons and construction machinery such as cranes. In terms of geographical extent, similar views would be available from the PRoW between Bunwell Street and Common Road. The construction activity would affect a wide horizontal proportion of the view although would be relatively distant. The scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in long distance views as it passes to the south of Forncett End and east of Bunwell Hill. Parts of the overhead line would be filtered and screened by woodland and settlement on the horizon. The lower parts of the proposed overhead line would be partially screened and filtered by existing scattered trees, although the tops of the pylons would be visible on the skyline above the trees. There would be no change to the geographical extent identified at construction. The Project would affect a wide horizontal extent of the view although would be relatively distant. The scale of change would be medium. The magnitude of effect is judged to be medium.

Taking into account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

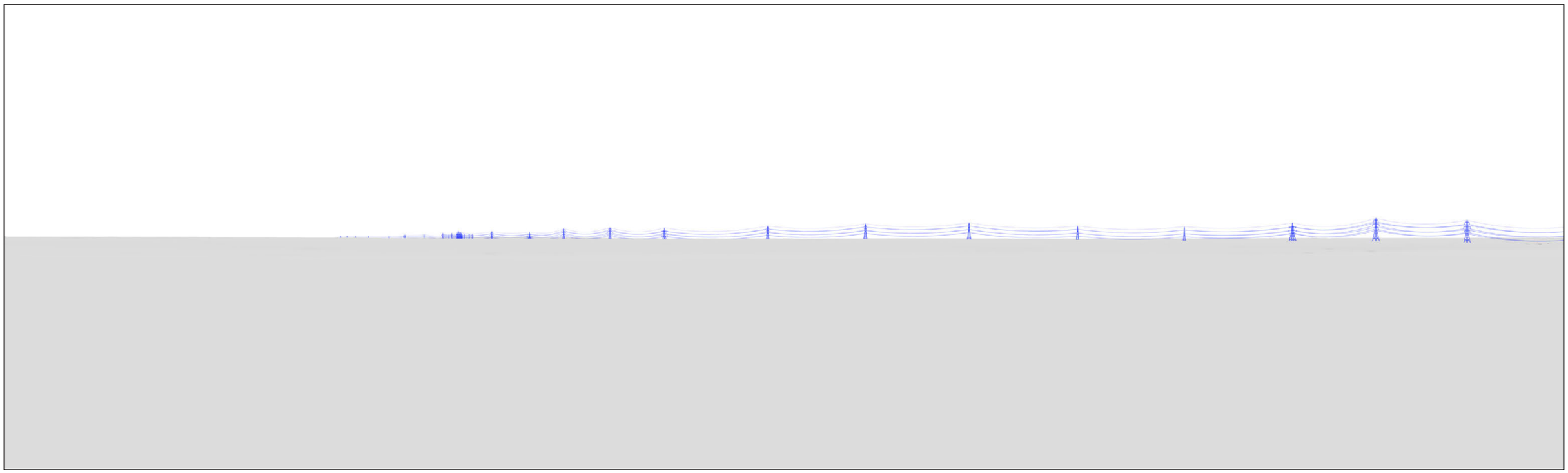
There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse)**.

Viewpoint 1.18: PRoW north-east of Bunwell (Bunwell FP2) (View Direction 73)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

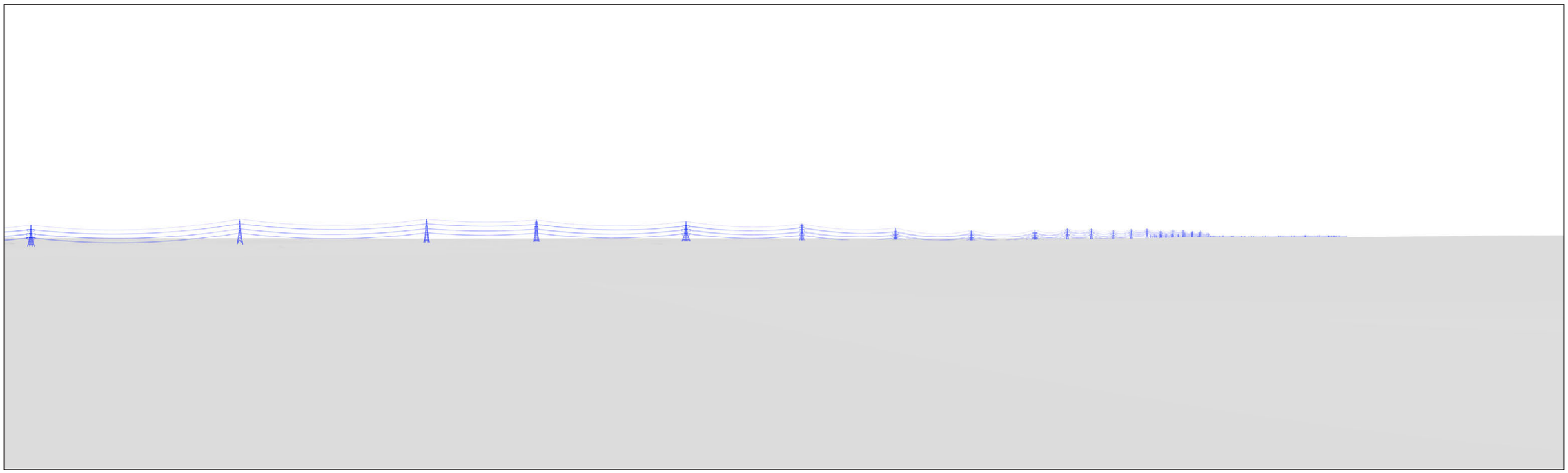
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 1.18: PRoW north-east of Bunwell (Bunwell FP2) (View Direction 163)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

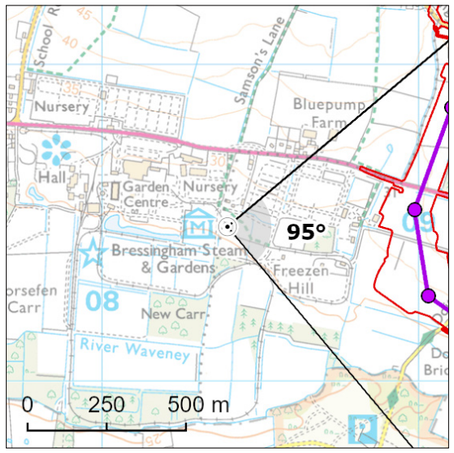
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 1.19: Bressingham Steam Museum

Section A

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

	Local Community
	Road Network
	National Cycle Network
	Long Distance Path
X	Public Right of Way
	Designated Landscape
	Heritage Asset
	Promoted Viewpoint
	Open Access Land
X	Visitor Attraction

Notes on Viewpoint Location

OS Reference:	608396E 280489N	Distance to Nearest Structure:	0.59km
Approx. Elevation (ground level):	25.98m AOD	Time/Date:	15:08, 06/02/2025
General Direction of View:	95°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW within Bressingham Steam Museum & Gardens, a garden with a miniature railway which is open seasonally. Recreational receptors on PRoW and visiting Bressingham Steam Museum & Gardens are of high susceptibility. This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views east and south-east along the steam railway track which is lined with post and wire fencing. Either side of the railway track is rough grazing. In the middle distance vegetation cover increases, with blocks of both coniferous and deciduous woodland enclosing views. Longer distance views are filtered/screened by these woodland blocks, although there are gaps in vegetation. To the west there are views across pasture towards woodland around Bressingham Garden Centre and Nursery. To the north, views are screened by a row of conifer trees along the boundary of the museum grounds.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line in the middle distance. However, due to existing woodland to the east, views would be glimpsed through gaps in this woodland or heavily filtered. The ground-level elements of construction, including vegetation removal, would be screened by intervening vegetation. Taller elements such as crossing protection scaffold where it crosses Fen Lane, partially constructed pylons and construction machinery such as cranes, would be visible on the skyline. In terms of the geographical extent of effect, similar views would be available along the PRoW and Samson's Lane PRoW north of the A1066. Construction activity would affect a small proportion of this view and the scale of change would be small. The magnitude of effect is judged to be low.

Taking into account the medium sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle distance as it crosses the Waveney Valley. The proposed overhead line would be visible on the skyline but would be heavily filtered and screened by intervening woodland blocks, including some coniferous woodland. The Project would be introduced into a view otherwise absent of electrical infrastructure. There would be no change to the geographical extent identified at construction. The Project would affect a small proportion of this view and the scale of change would be small. The magnitude of effect is judged to be low.

Taking into account the medium sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain small. The magnitude of effect would remain low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor and not significant (adverse).**

Viewpoint 1.19: Bressingham Steam Museum (View Direction 95)

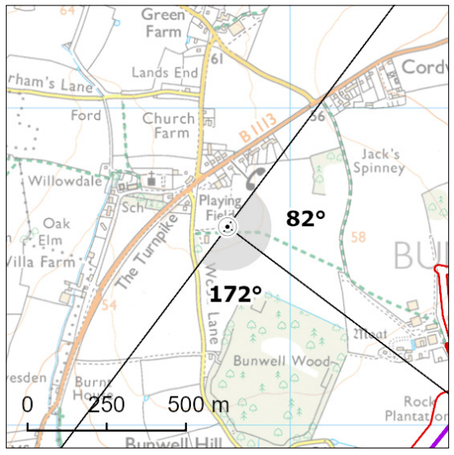
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.20: Bunwell Village Hall

Section A

Viewpoint Location Map



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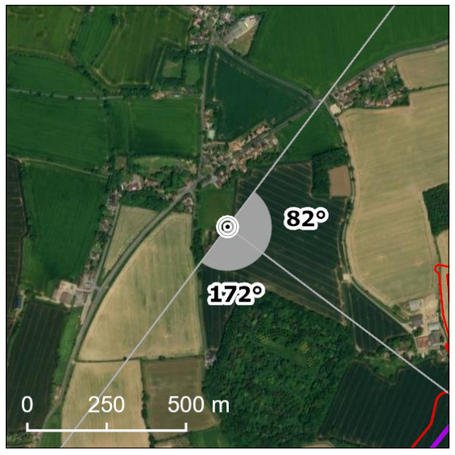
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	612802E 292627N	Distance to Nearest Structure:	0.94km
Approx. Elevation (ground level):	60.78m AOD	Time/Date:	12:24, 18/12/2023
General Direction of View:	82°/172°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the south of a playing field, south of Bunwell Village Hall. Recreational receptors on the local PRoW and community receptors living and moving around Bunwell and Cordwell are of high susceptibility. This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are open views to the east and south in the direction of the Order Limits, across large, flat arable fields in the foreground. An existing wood pole line is visible in the foreground of views. In the middle distance there are blocks of woodland visible on the skyline including Cordwell Wood to the east and the larger Bunwell Wood to the south. Settlement at Banyards Hall to the south-east is visible amongst woodland and intact hedgerows. In distant views to the east and south there are glimpsed views across the Tas Valley towards a wooded horizon. An existing overhead line is visible on the distant horizon. To the north there are close views towards the settlement edge.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and third-party works in the middle distance to the east. Views towards ground-level construction activity and the use of temporary haul roads, including tree removal at Hall Road, are likely to be screened by woodland and the landform, which falls to the south-east. Taller elements, such as partially constructed pylons and construction machinery such as cranes would be visible on the skyline, between areas of woodland. Crossing protection scaffold where it crosses Low Common is likely to be screened by Bunwell Wood. Proposed third-party works south of Cordwell Wood may be visible. In terms of the geographical extent of effect, similar views would be available from the PRoW between Wood Lane and Banyard Hall, the PRoW which runs south from the B1113 and from Bunwell playing field. The construction activity would affect a medium proportion of this view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance views to the south-east as the proposed overhead line passes between Bunwell Hill and Low Common. Parts of the proposed overhead line would be filtered and screened by woodland, including at Cordwell Wood and Bunwell Wood. The overhead line would appear on the skyline between areas of woodland, and above properties including Banyard's Hall. Although existing overhead lines are visible on the distant skyline, the Project would be closer and therefore more noticeable. There would be no change to the geographical extent identified at construction. The Project would affect a medium proportion of this view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 1.20: Bunwell Village Hall (View Direction 82)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

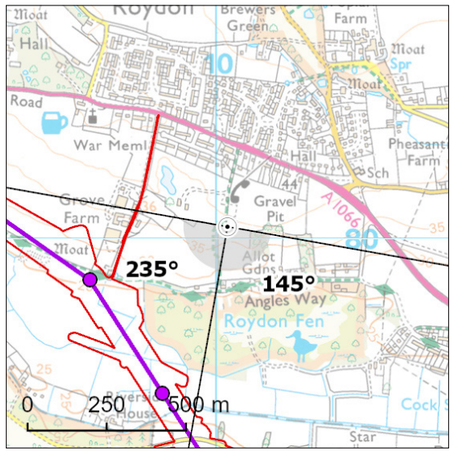
Viewpoint 1.20: Bunwell Village Hall (View Direction 172)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Viewpoint 1.21: PRoW near Roydon Fen

Section A

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	610135E 280038N	Distance to Nearest Structure:	0.56km
Approx. Elevation (ground level):	38.09m AOD	Time/Date:	11:39, 18/01/2024
General Direction of View:	145°/235°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW south of Roydon. The PRoW connects Roydon to the Angles Way and Roydon Fen open access land / common land to the south. Recreational receptors using the local PRoW network are of high susceptibility. This viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are slightly elevated, open and distant views across the Waveney Valley to the south and south-east. There are large arable fields in the foreground, enclosed by mature hedgerows, which slope down to the south towards woodland at Roydon Fen along the valley floor. Several properties are visible on the lower valley slopes, to the north of Roydon Fen. There are longer distance views to a wooded ridgeline, south of the Waveney Valley, with existing overhead lines and wind turbines visible on the skyline to the south-east. Views to the south-west are filtered by a hedgerow and hedgerow trees in the foreground. To the north views towards Roydon are largely screened by vegetation.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line in middle to long-distance views. Views towards construction activity including movement of machinery and vehicles along haul roads would be filtered and screened by mature hedgerows and woodland at Roydon Fen. Construction activity at ground-level, including the loss of trees and a veteran tree near Roydon Fen and third-party works, is not likely to be perceptible due to intervening vegetation. Taller elements, such as crossing protection scaffold where the Project would cross Ling Road, partially constructed pylons and construction machinery such as cranes would be visible on the skyline to the south-west. In terms of the geographical extent of effect, similar views would be available for 0.2 km along the PRoW from the edge of Roydon to Roydon Fen, and from Angles Way to the south of the viewpoint. Construction activity would affect a medium proportion of the view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance to long distance views to the south-west, where it would be seen crossing the Waveney Valley to the west of Roydon Fen. The overhead line would be filtered by intervening layers of vegetation including hedgerows and woodland, with the tops of pylons visible above woodland at Roydon Fen. The Project would be seen on the skyline and there would be stacking between pylons in this view. Views across the Waveney Valley to the south-east would not be affected. There would be no change in the geographical extent identified at construction. The Project would affect a medium proportion of the view, and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account the high sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the high sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 1.21: PRoW near Roydon Fen (View Direction 145)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.21: PRoW near Roydon Fen (View Direction 235)

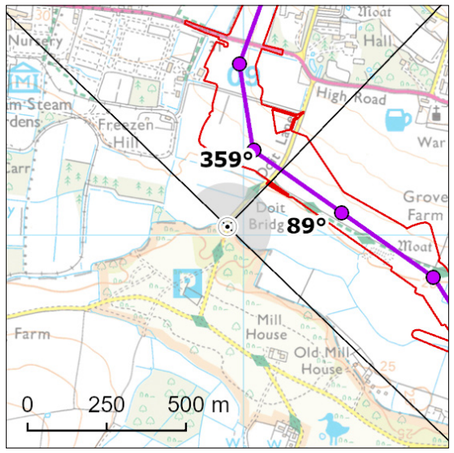
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.22: Doit Lane, near Roydon

Section A

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

	Local Community
X	Road Network
	National Cycle Network
X	Long Distance Path
	Public Right of Way
	Designated Landscape
	Heritage Asset
	Promoted Viewpoint
X	Open Access Land
	Visitor Attraction

Notes on Viewpoint Location

OS Reference:	608949E 280029N	Distance to Nearest Structure:	0.25km
Approx. Elevation (ground level):	23.92m AOD	Time/Date:	15:30, 06/02/2025
General Direction of View:	359°/89°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Doit Lane, south-west of Roydon. Doit Lane forms part of the Angles Way long distance footpath at this location, and the viewpoint is located at the northern edge of Wortham Ling open access land / common land. Recreational receptors using the Angles Way and Wortham Ling are of high susceptibility. Road users including cyclists on Doit Lane are of medium susceptibility as they will be travelling at relatively slow speeds. This viewpoint is not within a designated landscape or a promoted view, but is on a long distance path, therefore the view is of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

To the north there are views across Doit Bridge where it crosses the River Waveney. Doit Lane is partially enclosed by hedgerows and mature hedgerow trees. To the north-east there are views across large, gently sloping fields of pasture along the north side of the River Waveney. The fields are enclosed by hedgerows and trees along the edge of Roydon are visible to the north-east. The tower of St Remigius Church at Roydon is visible on the skyline. To the north-west views are filtered by roadside and field boundary vegetation. Views to the south-east and south-west are filtered and screened by woodland at Wortham Ling.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line in close views to the north and east. Views would be filtered by intervening hedgerows and trees along Doit Lane, but construction activity would be prominent in views. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as crossing protection scaffolding where it crosses Doit Lane, partially constructed pylons and construction machinery such as cranes. The potential loss of vegetation and trees along Doit Lane and along field boundary hedgerows is likely to be perceptible in the middle distance. Construction activity may include lighting in the hours of darkness. In terms of the geographical extent of effect, similar views would be available from a few locations on Doit Lane where there are gaps in hedgerows, between High Road and the woodland to the south of the viewpoint. The construction activity would be introduced into an otherwise tranquil and rural landscape, and the scale of change would be large. The magnitude of effect is judged to be high.

Taking into account the high sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 1

During operation the Project would be visible in close to middle distance views where the proposed overhead line crosses the Waveney Valley. The overhead line would be prominent on the skyline with some filtering of the lower parts of the pylons by intervening roadside and field boundary vegetation. The Project would be introduced into an otherwise tranquil and rural landscape. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line), although at year 1 of operation the planting would be young and the vegetation loss would remain noticeable. There would be no change to the geographical extent identified at construction. The Project would affect a medium proportion of the view and the scale of change would be medium. The magnitude of effect is judged to be medium.

Taking into account the high sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect would remain medium.

Taking account of the high sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Viewpoint 1.22: Doit Lane, near Roydon (View Direction 359)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 1.22: Doit Lane, near Roydon (View Direction 89)

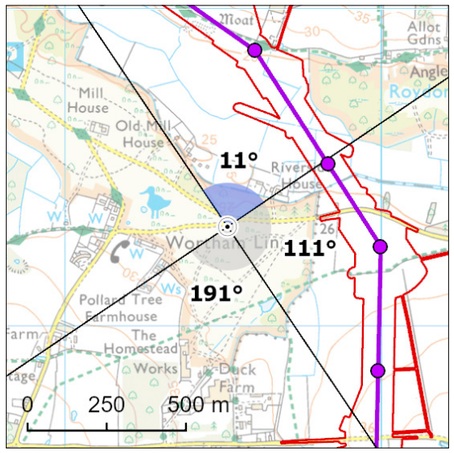
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.01: Ling Road, Wortham Ling

Section B

Viewpoint Location Map



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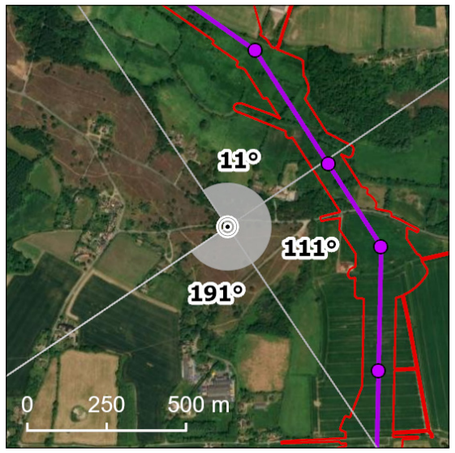
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- X National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- X Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	609513E 279314N	Distance to Nearest Structure:	0.37km
Approx. Elevation (ground level):	25.44m AOD	Time/Date:	16:13, 04/04/2023
General Direction of View:	11°/111°/191°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on Ling Road within Wortham Ling, south-west of Roydon. Recreational receptors using The Ling (common land / open access land at Wortham Ling) and the nearby local PRoW network and community receptors living and moving around the scattered properties in this area are of high susceptibility. Road users are of medium susceptibility, as receptors along this road are within common land /open access land and will be focussed on the surrounding landscape (noting that people walking would be more susceptible). This viewpoint is not within a designated landscape or promoted view but is located on NCN Route 30 and therefore the view is of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

There are views in all directions across The Ling, which comprises scrubland, grassland, heathland and woodland, and a series of informal paths. There are close views towards deciduous woodland to the north along the northern edge of The Ling. To the east and south there are views across heathland to scrubland and woodland in the middle distance.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and third-party works in middle distance views to the east. There would be filtering and screening of views towards construction activity within the Waveney Valley to the north, due to intervening woodland. Ground-level elements of construction would generally be screened by vegetation, with the exception of glimpsed views to the east. Taller elements, such as partially constructed pylons and construction machinery such as cranes would be noticeable on the skyline to the east. The erection of Crossing protection scaffolding over Ling Road would be visible during the construction process. Construction activity may include lighting in the hours of darkness.
Construction works would be visible across a medium proportion of this view and the scale of change would be medium. In terms of the geographical extent of effects, similar views would be experienced by recreational users across The Ling. The magnitude of effect is judged to be medium.

Taking into account the high sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse)**.

Operation Year 1

During operation, the Project would be visible in middle distance views to the east, where the proposed overhead line passes to the east of The Ling, within the Waveney Valley. The proposed overhead line would be filtered and screened by woodland to the north of the viewpoint, although would be prominent in views to the east. The Project would be introduced into a view otherwise absent of electrical infrastructure.
The Project would affect a medium proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking into account the high sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse)**.

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would be medium. The magnitude of effect is judged to be medium.

Taking into account the high sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse)**.

Viewpoint 2.01: Ling Road, Wortham Ling (View Direction 11)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.01: Ling Road, Wortham Ling (View Direction 111)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.01: Ling Road, Wortham Ling (View Direction 191)

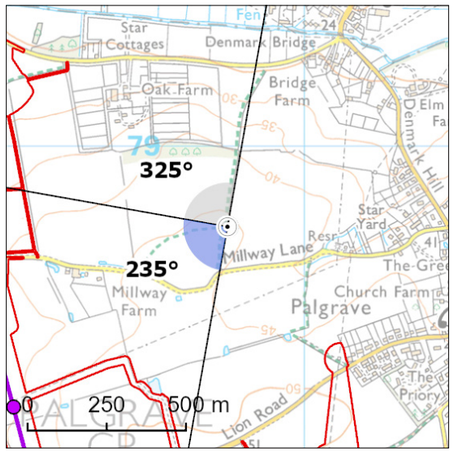
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.03: PRoW Palgrave (Palgrave 5 / 6)

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	610757E 278747N	Distance to Nearest Structure:	0.78km
Approx. Elevation (ground level):	45.6m AOD	Time/Date:	16:11, 06/03/2023
General Direction of View:	235°/325°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the north of Millway Lane, west of Palgrave. Recreational receptors using the local PRoW network and community receptors west of Palgrave are of high susceptibility. The viewpoint is not within a designated landscape. It is representative of views from Viewpoints 19 and 21 identified within the Diss and District Neighbourhood Plan, therefore the view is of regional / local value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are open and slightly elevated views from the plateau top, looking across large arable fields defined by intact hedgerows and hedgerow trees. In the middle distance to the north and west the landform falls gently towards the Waveney Valley. The edge of Diss is visible on the north side of the Waveney Valley to the north, within a wooded horizon. Some young woodland south of Oak Farm filters views towards Diss. Views to the south-west are limited by field boundary vegetation. Views towards Palgrave to the east are also available, looking across arable fields enclosed by mature hedgerows. The church tower at Palgrave can be glimpsed behind vegetation. An existing 132 kV overhead line is visible on the skyline, above a wooded horizon.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and third-party works in middle and long distance views to the west and north-west. Elements of construction at ground-level would be screened by the intervening layers of hedgerows, hedgerow trees and woodland. The landform, which falls to the west and north, would partially screen views of ground-level elements. Construction activity would include the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Construction activity may include lighting in the hours of darkness.
Construction works would be visible across a medium proportion of this view and the scale of change would be medium. In terms of the geographical extent of effects, similar views would be experienced along the PRoW between Millway Lane and Ling Road, over approximately 0.5 km. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse)**.

Operation Year 1

During operation, the Project would be visible in middle and long distance views to the west and north-west, where the proposed overhead line crosses the Waveney Valley. The proposed overhead line would be visible on the skyline above existing hedgerows and would be prominent in views. The lower parts of the proposed pylons would be screened and filtered by intervening vegetation, including to the south-west. The Project would introduce pylons into westerly views which are otherwise absent of electrical infrastructure, although the pylons would appear at a similar scale to the existing 132 kV overhead line seen to the east from this viewpoint.
The Project would affect a medium proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse)**.

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse)**.

Viewpoint 2.03: PRoW Palgrave (Palgrave 5 / 6) (View Direction 235)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.03: PRoW Palgrave (Palgrave 5 / 6) (View Direction 325)

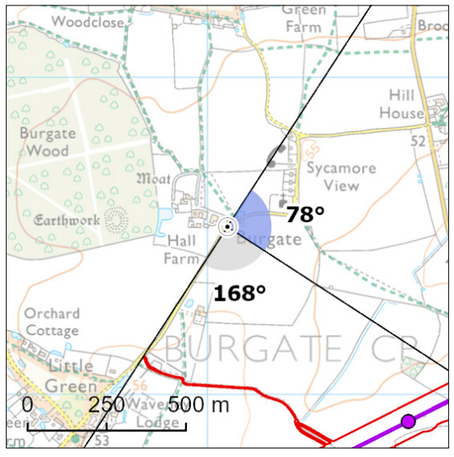
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.04: Burgate Road, Burgate

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	608063E 275530N	Distance to Nearest Structure:	0.81km
Approx. Elevation (ground level):	53.67m AOD	Time/Date:	16:30, 06/03/2023
General Direction of View:	78°/168°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a minor road near Burgate. Community receptors living in and moving around Burgate are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

Views towards the north-east are screened by a hedgerow and trees surrounding a residential property on Burgate Road and views to the south-west are screened and filtered by vegetation along Burgate Road. Views to the east and south-east are generally open and relatively far-reaching. In the foreground there are views across large, flat arable fields bounded by gappy hedgerows and mature hedgerow trees, which continue into the middle distance. In longer distance views there are views towards a wooded horizon with an existing 132 kV overhead line visible on the skyline to the east and south-east. A more distant 132 kV overhead line can be seen above the treeline to the east, rising above the buildings at Glebe Farm and visible against the wooded horizon.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line, any third-party works and the removal and undergrounding of the existing 132 kV overhead line in the middle distance, to the east and south-east. Some views towards the ground-level elements of construction would be partially filtered and screened by intervening vegetation. Construction activity would include filtered views towards the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Construction activity may include lighting in the hours of darkness. Potential vegetation removal may be partially visible due to the Project and the undergrounding of the existing 132 kV overhead line. Construction works would affect a large proportion of this view, and the scale of change would be medium. In terms of the geographical extent of effects, similar views would be experienced from small sections of Burgate Road where taller hedgerows and mature trees are missing. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse)**.

Operation Year 1

During operation, the Project would be visible in the middle distance for much of the view, as the proposed overhead line runs to the north-west of Mellis. The proposed overhead line would be prominent on the skyline to the south-east. However, vegetation along within the property along and trees along Burgate Road would screen and filter views towards the Project to the south-west and north-east. The existing 132 kV overhead line would have been removed and undergrounded, which would have a beneficial impact on the view. The Project would be seen in roughly the same location and so would not be out of character for this view. However, the Project would be nearer and larger in scale than the removed existing overhead line. The Project would affect a large proportion of this view, and the scale of change would be medium. There is no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking into account the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse)**.

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse)**.

Viewpoint 2.04: Burgate Road, Burgate (View Direction 78)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.04: Burgate Road, Burgate (View Direction 168)

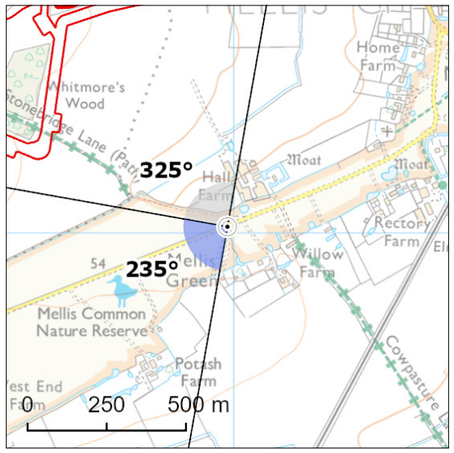
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.05: Mellis Road, Mellis Green

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- X Heritage Asset
- Promoted Viewpoint
- X Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	608980E 274021N	Distance to Nearest Structure:	0.96km
Approx. Elevation (ground level):	52.48m AOD	Time/Date:	16:43, 06/03/2023
General Direction of View:	235°/325°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located south-west of Mellis, along a minor road within Mellis Common. Recreational receptors using the local PRoW network, Mellis Common (open access land) and community receptors living and moving around the settlement of Mellis are of high susceptibility. Road users are of medium susceptibility. The viewpoint is within Mellis Conservation Area and is therefore of regional / local value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

In the foreground there are far-reaching views over flat, grazed common land / open access land set within the conservation area, which is bounded by gappy hedgerows and hedgerow trees. Mellis Road runs through the middle of the viewpoint, which has gappy hedgerows either side of it. In the middle distance are further arable fields, and a block of woodland to the south-east. Longer distance views include a wooded horizon, views towards Whitmore's Wood and Big Wood to the north-west. An existing 132 kV overhead line is visible on the skyline to the north-west. Buildings and vegetation at Hall Farm screen and filter views to the north.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line, any third-party works and the undergrounding of the existing 132 kV overhead line and a wood pole line in the middle distance to the north-west, west and south-west. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Construction activity would be visible in relatively open views, although would be partially filtered by woodland the middle distance. Construction activity may include lighting in the hours of darkness. Potential vegetation removal due to the undergrounding of the existing wood pole line and the 132 kV overhead line may be visible. Construction works would be visible across a large proportion of this view and the scale of change would be medium. In terms of the geographical extent of effects, similar views would be experienced along the west of Mellis Road and from Mellis Common (open access land). The magnitude of effect is judged to be medium.

Taking into account the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse)**.

Operation Year 1

During operation, the Project would be visible to the north-west and south-west of the viewpoint. The proposed overhead line would be seen in the middle distance, above intervening hedgerows. The proposed pylons would be screened in places by woodland in the middle distance, such as Big Wood and Whitmore's Wood to the north-west and at Puntney Hall and Moatyard Plantation to the south-west. The proposed overhead line would continue in longer distance views to the south-west, where it would appear stacked in views but due to the intervening distance would appear small in scale. The existing 132 kV overhead line would be removed from views to the north, which would have a beneficial effect on the viewpoint. The Project would follow a similar route to the removed overhead line; however, it would appear larger and would be more prominent in views by comparison. The Project would affect a large proportion of this view, and the scale of change would be large. There would be no change in geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking into account the medium sensitivity, the significance of effect is judged to be **moderate-major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain high. The magnitude of effect is judged to remain medium.

Taking into account the medium sensitivity the significance of effect is judged to be **moderate-major and significant (adverse).**

Viewpoint 2.05: Mellis Road, Mellis Green (View Direction 235)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.05: Mellis Road, Mellis Green (View Direction 325)

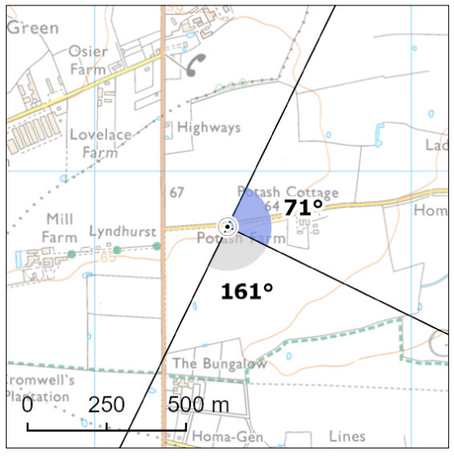
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.06: Mill Street, west of Gislingham

Section B

Viewpoint Location Map



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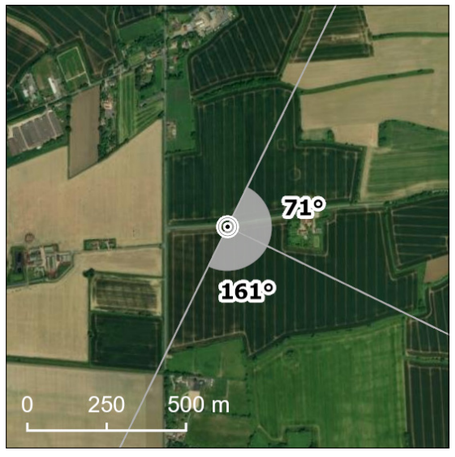
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	605419E 271826N	Distance to Nearest Structure:	2.13km
Approx. Elevation (ground level):	65.35m AOD	Time/Date:	09:12, 07/03/2023
General Direction of View:	71°/161°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located along a minor road to the west of Gislingham and immediately east of the B1113. Community receptors living in and moving around Mill Street, Gislingham are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

In the foreground there are far-reaching views over large, flat, arable fields, which are open due to an absence of roadside vegetation. A newly planted hedgerow runs along the southern side of Mill Street. There are existing wood pole lines running along the north side of Mill Street. In the middle distance to the east a block of woodland associated with Potash Cottage and Potash Farm screens further views to the east. To the north-east and south-east, the middle distance comprises hedgerows and further arable farmland with occasional hedgerow trees. The landform gently slopes to the south-east towards further farmland and a wooded horizon. In the long distance to the south is a wooded horizon, where the agricultural buildings along Back Street can be seen.

Description of Effects

Effects during Construction

There would be open views north-east and south-east towards construction activity associated with the proposed overhead line in the middle to long distance. Ground-level activity would be partially filtered and screened by Potash Cottage and Potash Farm on Mill Street in the foreground, and by intervening field boundary vegetation in longer distance views. There would also be open views west towards the B1113, which would be used as a Primary Access Route. Construction activity would include filtered views towards the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a large proportion of this view and the scale of change would be medium. In terms of the geographical extent of effects, similar long distance views would be experienced for approximately 1 km along the western section of Mill Street. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle to long distance, to the north-east and south-east of the viewpoint. The proposed overhead line would be seen above the hedgerows, on the skyline. The proposed overhead line would continue into the distance to the north-east where the pylons would appear stacked in views. These would be seen in the long distance, appearing small in scale, backclothed by woodland and filtered by intervening field boundary vegetation. The proposed overhead line would be screened to the east by woodland at Potash Cottage and Potash Farm. With the exception of the existing wood pole lines, the Project would be introduced into a view otherwise absent of electrical infrastructure to the foreground and middle ground. The Project would affect a medium proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and significant (adverse).**

Operation Year 15

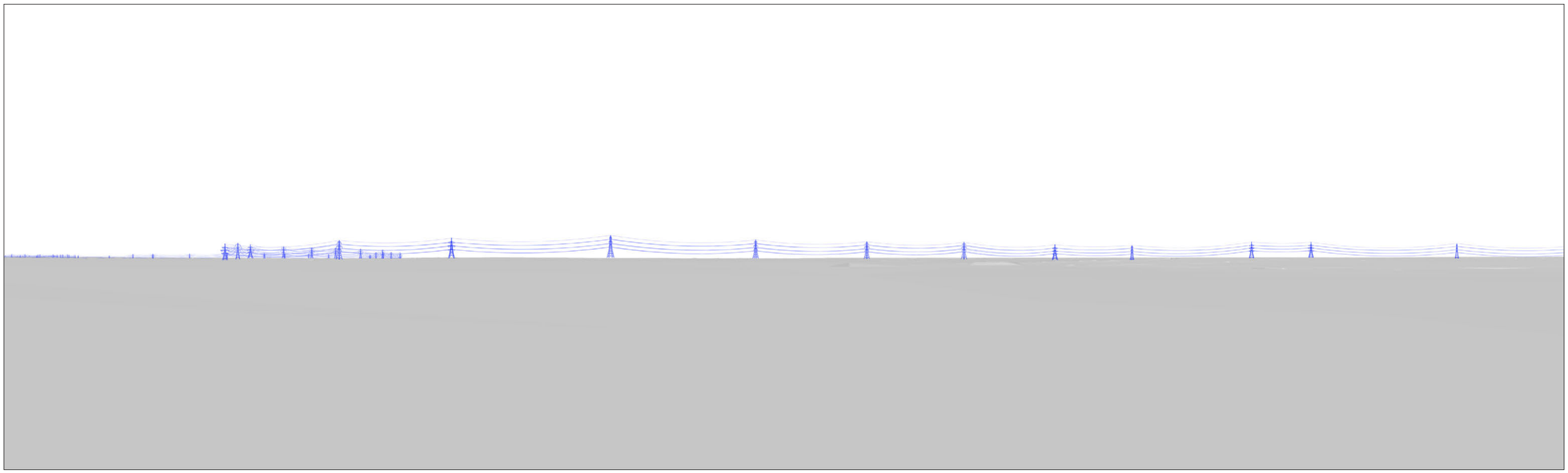
There are no additional mitigation measures proposed in this view. The young hedgerow and hedgerow trees on the south side of Mill Lane in the baseline will have grown and will provide some filtering of views, although growth rates vary depending on local conditions and the level of filtering will vary seasonally. The scale of change would remain medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and significant (adverse).**

Viewpoint 2.06: Mill Street, west of Gislingham (View Direction 71)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

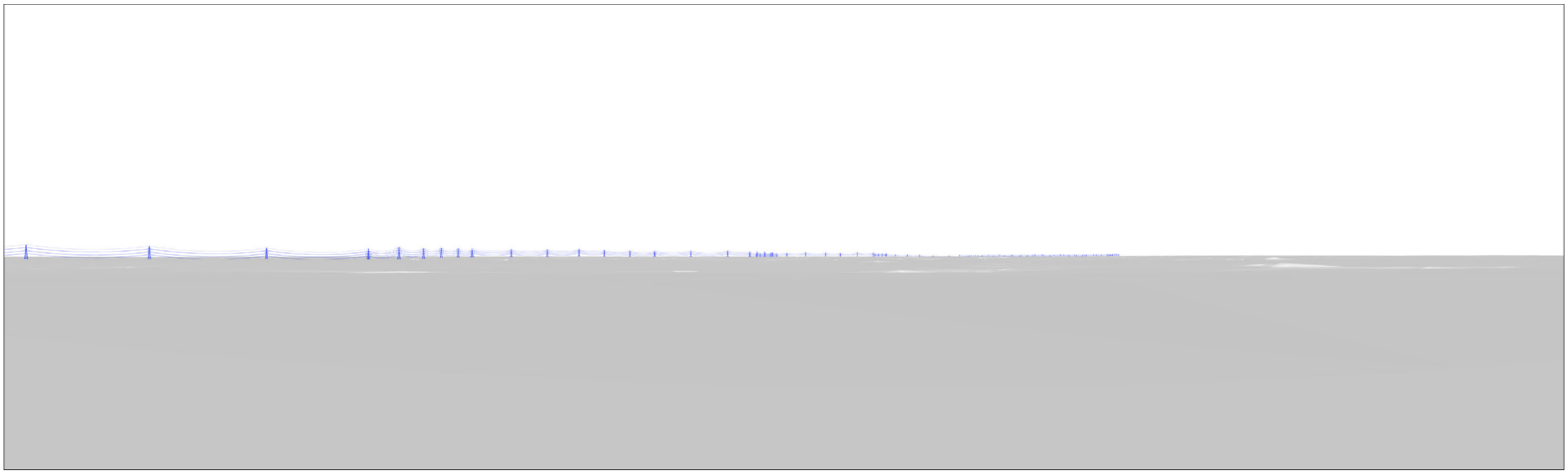
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 2.06: Mill Street, west of Gislingham (View Direction 161)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

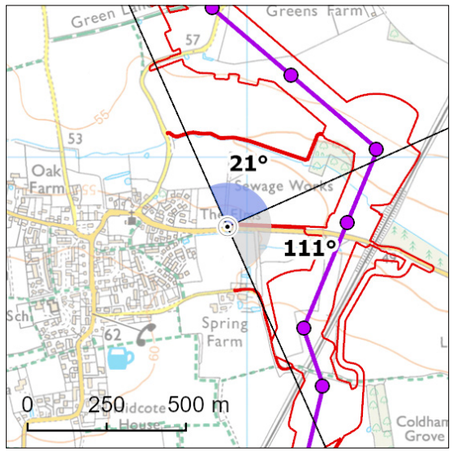
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 2.07: Thornham Road, east of Gislingham

Section B

Viewpoint Location Map



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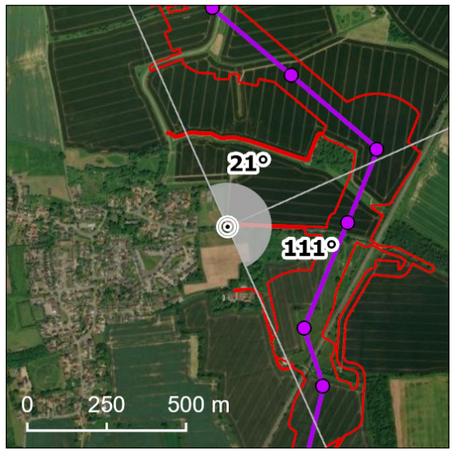
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	607938E 271782N	Distance to Nearest Structure:	0.38km
Approx. Elevation (ground level):	56.32m AOD	Time/Date:	09:36, 07/03/2023
General Direction of View:	21°/111°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located along Thornham Road at the eastern edge of Gislingham. Community receptors at Gislingham are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views north, east and south from Thornham Road across large scale, flat, open arable fields in the foreground. In the middle distance to the east the landform rises to form the embankment for the railway line. The gantries associated with the railway are backclothed by woodland, restricting any further views. To the north, low wire fencing and coniferous vegetation around a small sewage works can be seen in middle distance views. Beyond this the landform gently rises to the north, with farm buildings at Greens Farm and woodland visible on the ridge top. In the far distance to the north an existing 132 kV overhead line is perceptible on the skyline.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line in the middle distance to the north, east and south-east. Construction activity would be visible in open views to the north and east, with a small portion of construction activity being filtered by existing woodland in the middle distance. Construction activity would include the movement of vehicles and machinery along temporary haul roads, which would cross Thornham Road in the foreground of the view to the east. There would be views towards the highway's laydown area, and the construction of permanent access tracks, one of which will run parallel to Thornham Road, with another behind the sewage works. The presence of taller elements, such as partially constructed pylons and construction machinery such as cranes would also be visible to the south-east above the tree line. Potential loss of vegetation and trees to the east of Gislingham is likely to be perceptible in the middle distance. The erection of crossing protection scaffolding over Thornham Road and the railway line would be visible during the construction process. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a medium proportion of this view, and the scale of change would be medium. In terms of the geographical extent of effects, similar views would be experienced by people on Thornham Road for approximately 0.7 km. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance effect is judged to be **moderate-major and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance views as the proposed overhead line approaches Finningham. The proposed overhead line would be visible on the skyline in open views to the north and east across an open field, with lower elements of pylons occasionally being screened by woodland blocks. The Project would be introduced into a view otherwise absent of electrical infrastructure. The tops of the proposed pylons would also be visible to the south-east above the tree line, particularly in the winter months. Vegetation removed during construction, including along the temporary haul roads, would be reinstated (with the exception of trees located under the proposed overhead line), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. The Project would affect a medium proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance effect is judged to be **moderate-major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance effect is judged to be **moderate-major and significant (adverse).**

Viewpoint 2.07: Thornham Road, east of Gislingham (View Direction 21)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.07: Thornham Road, east of Gislingham (View Direction 111)

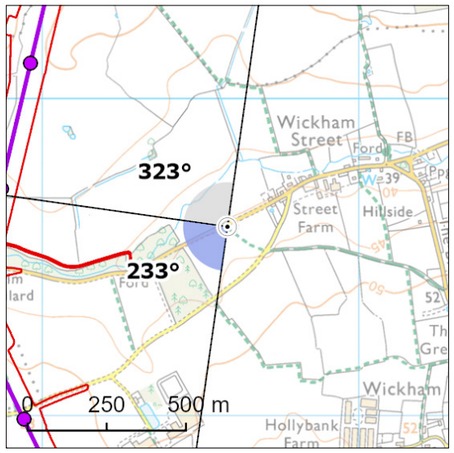
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.08: Wickham Road

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	608585E 269597N	Distance to Nearest Structure:	0.73km
Approx. Elevation (ground level):	40.82m AOD	Time/Date:	10:07, 07/03/2023
General Direction of View:	233°/323°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located along a minor road to the west of Wickham Street and north-west of Wickham Skeith. Recreational receptors using the local PRoW network and community receptors living and moving around the settlement of Wickham Street are of high susceptibility. Road users on Wickham Road are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

In the foreground views north-west, west and south-west are across arable farmland, bounded by gappy hedgerows. Two woodlands in the middle distance either side of Wickham Road to the south-west screen more distant views south and south-west. The arable fields continue in the middle distance to the north-west, with gappy hedgerows and groups of mature hedgerow trees. Beyond these trees there are glimpsed longer distance views towards flat, open farmland. Farm buildings at Starhouse Farm can be glimpsed among trees in the far distance to the north.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance and long distance views to the north-west and south-west. Construction activity would include the movement of vehicles and machinery along temporary haul roads which would be seen to the north-west. The presence of taller elements, such as partially constructed pylons and construction machinery such as cranes would be seen above the treeline to the west, south-west and in middle distance views to the north-west. It is unlikely that loss of vegetation at Elm Pollard to the north of Wickham Road would be perceptible at this viewpoint due to the angle of view. The potential removal of hedgerows and of hedgerow trees to the north-east of Finningham would be visible on the skyline in middle distance views to the north-west. Construction activity may include lighting in the hours of darkness.Construction works would be visible across a medium proportion of this view and the scale of change would be medium. In terms of the geographical extent of effects, similar middle distance views would be experienced along Wickham Road and the PRoW network. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle and long distance views to the north-west of the viewpoint. The proposed overhead line would be visible on the skyline, with some filtering of lower parts of the proposed pylons from intervening vegetation and trees in the middle distance. The tops of the proposed pylons would be visible above the treeline in views to the west and south-west, particularly in winter months. The Project would be introduced into a view otherwise absent of electrical infrastructure to the foreground and middle ground. The Project would affect a medium proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.08: Wickham Road (View Direction 233)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.08: Wickham Road (View Direction 323)

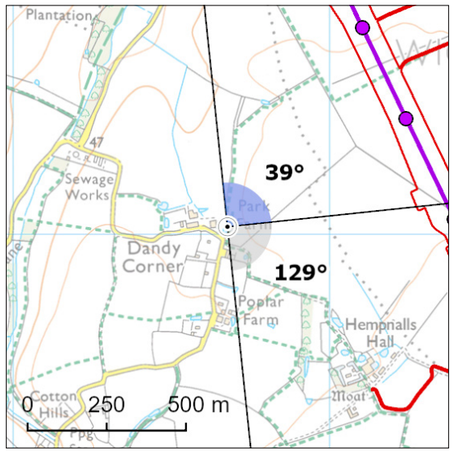
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.09: PRoW Dandy Corner (Cotton 18)

Section B

Viewpoint Location Map



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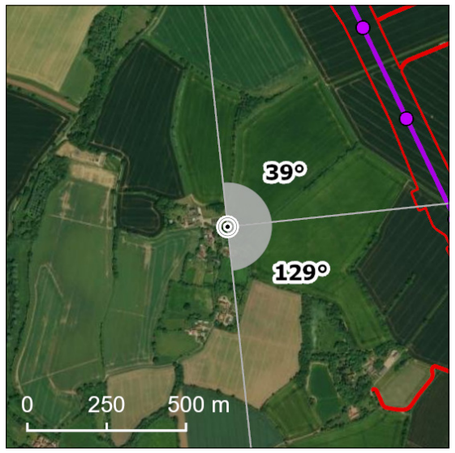
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	607677E 268025N	Distance to Nearest Structure:	0.66km
Approx. Elevation (ground level):	52.55m AOD	Time/Date:	10:31, 07/03/2023
General Direction of View:	39°/129°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the north-east of Dandy Corner. Recreational receptors using the nearby local PRoW network and community receptors living and moving around the settlement of Dandy Corner are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

The foreground comprises arable farmland, bounded by hedgerows and an area of scrub to the south-east. The landform rises gently to the north and north-east in the middle distance, forming the brow of a hill. Long distance views north and north-east are consequently screened from view. A small woodland can be glimpsed to the north behind the hill. A low hedgerow with occasional mature hedgerow trees forms the middle distance to the east. Fields can be glimpsed continuing into the middle distance to a wooded horizon.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance and long distance to the north-east, east and south-east. Views to the north-east would be mostly screened by the rising landform, although taller elements would remain partially visible on the skyline. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Due to distance and layers of intervening vegetation, it is unlikely that potential loss of vegetation as a result of the Project would be particularly perceptible. Construction activity may include lighting in the hours of darkness. The construction works would be visible across a medium proportion of the view and the scale of change would be large. In terms of the geographical extent of effects, similar views would be experienced by people using the PRoW network east of Dandy Corner and north of Cotton. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle distance and long distance in views to the north-east and east. The proposed overhead line would be visible on the skyline rising above the tree line. The perceptibility of the Project would reduce as it runs north and south into the distance, due to landform and intervening woodland. The Project would be introduced into a view otherwise absent of electrical infrastructure. The Project would affect a medium proportion of this view, and the scale of change would be medium. There would be no change in the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking into account the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

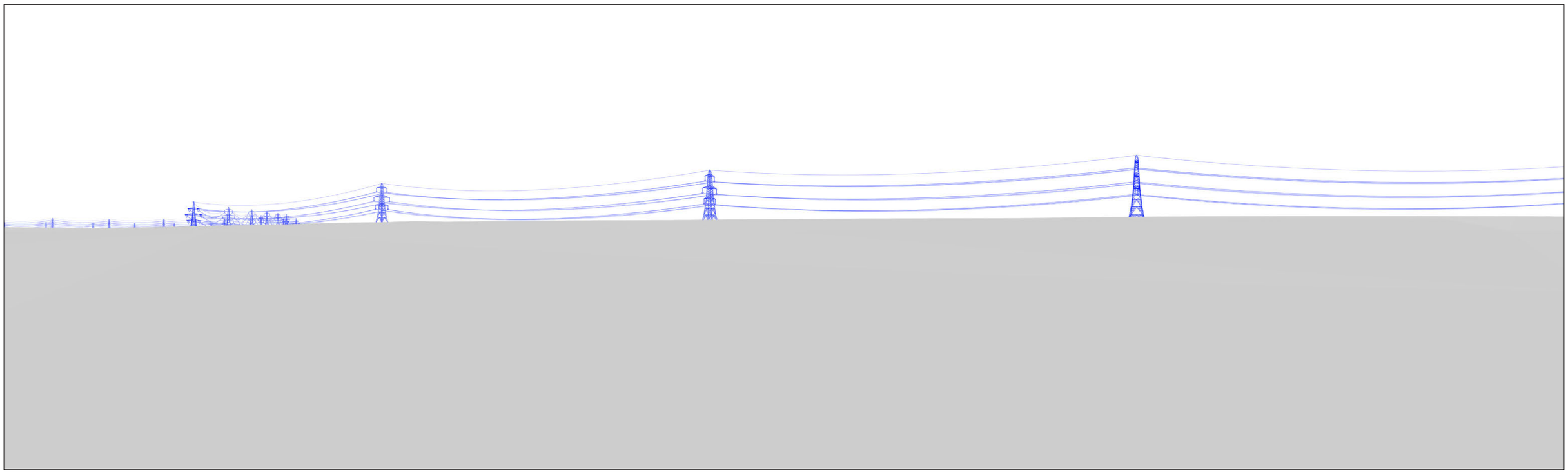
There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to remain medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.09: PRoW Dandy Corner (Cotton 18) (View Direction 39)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

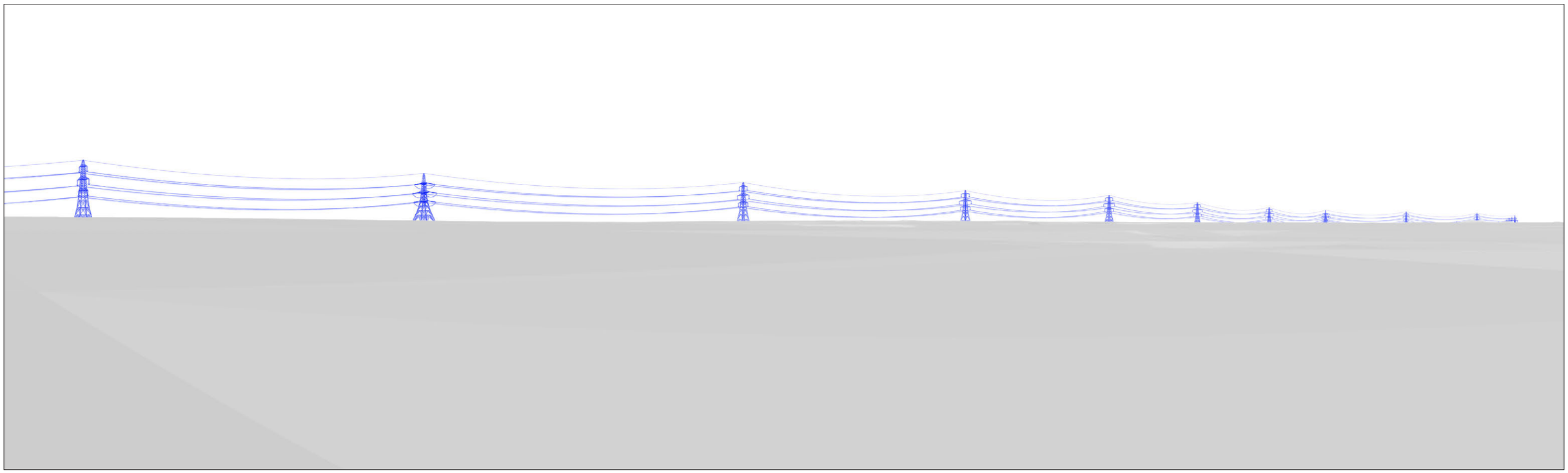
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 2.09: PRoW Dandy Corner (Cotton 18) (View Direction 129)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

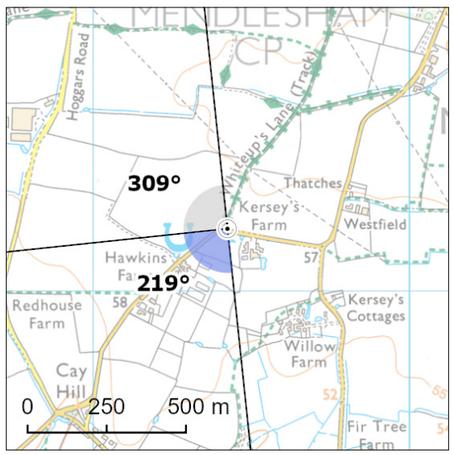
Wireline of the Project, Proposed Elements Shown in Blue (90 Degree Field of View)



Viewpoint 2.10: Whiteup's Lane, north of Mendlesham Green

Section B

Viewpoint Location Map



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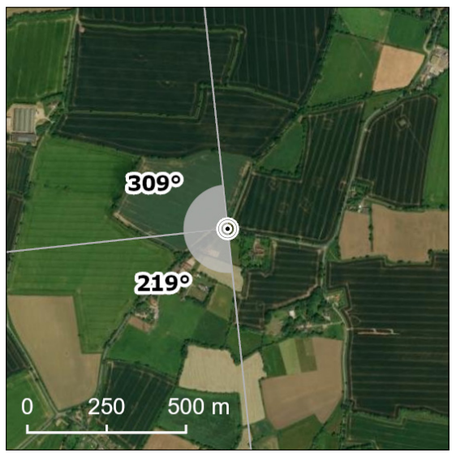
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	609424E 264198N	Distance to Nearest Structure:	1.08km
Approx. Elevation (ground level):	56.56m AOD	Time/Date:	11:16, 07/03/2023
General Direction of View:	219°/309°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located at the end of Whiteup's Lane, between Mendlesham and Mendlesham Green. Recreational receptors using the local PRoW network and community receptors living and moving around Mendlesham Green are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views west across large scale, flat open arable fields in the foreground. In the middle distance this flat landscape continues providing views towards field boundaries and swathes of mature woodland to the west and north-west. Views to the south-west are largely screened by the hedgerow along the south of the minor road. An existing 132 kV overhead line on poles crosses the middle distance. Mature hedgerow trees mark field boundaries to the north and north-west, and filter longer distance views. A wooded horizon can be glimpsed in longer views to the north and north-west.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance to the west and north-west. Construction activity would be filtered by field boundary trees in places. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Potential loss of vegetation as a result of the Project is unlikely to be perceptible in the middle distance. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a medium proportion of this view, and the scale of change would be medium. In terms of the geographical extent of effects, similar views would be experienced from the local road network and PRoW network between Cay Hill and Mendlesham Hall. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in medium to longer distance views as the proposed overhead line approaches Mendlesham Green. The proposed overhead line would be visible on the skyline, however lower portions of the proposed overhead line would be screened and filtered by woodland. Due to the intervening distance, the proposed pylons would not appear to exceed the height of the treeline. In gaps further north, the proposed overhead line would be more visible in views. Although an existing 132 kV overhead line is present to the north and east of this view, the proposed pylons would be larger structures and appear taller, despite being further away. The Project would introduce overhead lines into a wider angle of view than is currently experienced at this viewpoint. Vegetation removed during construction would be reinstated (with the exception of trees located under the overhead line), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. The Project would affect a medium proportion of this view, and the scale of change would be medium. There would be no change in geographical extent as identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and significant (adverse).**

Viewpoint 2.10: Whiteup's Lane, north of Mendlesham Green (View Direction 219)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.10: Whiteup's Lane, north of Mendlesham Green (View Direction 309)

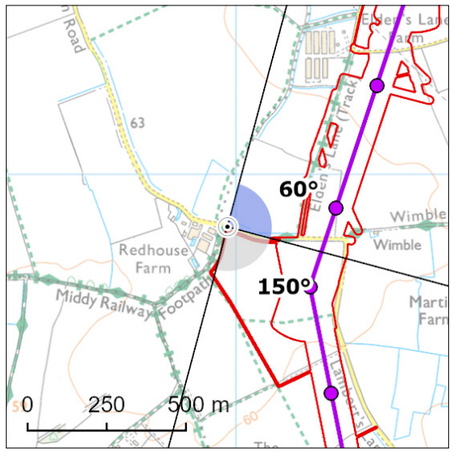
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.11: Middy Railway Footpath near Stonham Road

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- X Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	607973E 264836N	Distance to Nearest Structure:	0.32km
Approx. Elevation (ground level):	62.23m AOD	Time/Date:	10:59, 07/03/2023
General Direction of View:	60°/150°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located along the Middy Railway Footpath, to the south of Cotton and south-west of Mendlesham. Recreational receptors using the nearby local PRoW network and community receptors living and moving around scattered properties in the area are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or a promoted view, although is on the Middy Railway Footpath long distance path, therefore the view is of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

The foreground comprises flat arable farmland, with open field boundaries and lack of hedgerows along Stonham Road. There are several wood pole lines along the road network, visible on Stonham Road and Lambert's Lane to the east and extending across fields to the north-east. In the middle distance, arable fields continue, with layers of field boundary vegetation including mature boundary trees to the east and north-east. Woodland at The Thickett, to the south-east, largely restricts longer distance views to the south-east. However, glimpsed long distance views of a wooded horizon can be seen in the gaps of trees. An existing 400 kV overhead line and the Mendlesham transmitting station tower can be seen in long distance views to the east, rising above the wooded horizon.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in close to middle distance views, due to a lack of trees and screening in the foreground. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Potential loss of vegetation within the boundary hedgerows as a result of the Project and the construction of the pylons are likely to be perceptible in close and middle distance views to the north-east near Elden's Lane Farm. The erection of crossing protection scaffolding over Stonham Road would be visible during the construction process. Permanent access tracks running parallel to Stonham Road and along part of the Middy Railway footpath would be visible features. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a large proportion of this view, and the scale of change would be large. In terms of the geographical extent of effects, similar views would be experienced along Stonham Road and Lambert's Lane, as well as from the PRoW network north and east of Gipping. The magnitude of effect is judged to be high.

Taking account of the high sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle distance, across a wide angle of view. The proposed overhead line would be visible in open views, on the skyline. To the north and south the Project would be filtered by woodland in the middle distance. In long distance views to the south the proposed pylons would be stacked in views. With the exception of wood pole lines, the Project would be introduced into a view otherwise absent of electrical infrastructure to the foreground and middle ground. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line and over any areas of underground cable), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. The Project would affect a large proportion of this view, and the scale of change would be large. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be large.

Taking account of the high sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain large. The magnitude of effect is judged to remain high.

Taking account of the high sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Viewpoint 2.11: Middy Railway Footpath near Stonham Road (View Direction 60)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Legend

Existing vegetation to be removed

Viewpoint 2.11: Middy Railway Footpath near Stonham Road (View Direction 150)

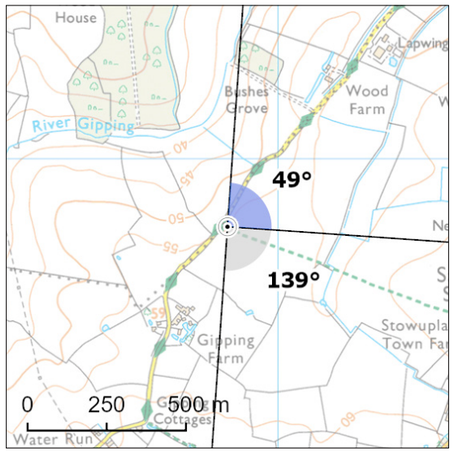
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.12: Mid Suffolk Footpath / Gipping Road, west of Saxham Street

Section B

Viewpoint Location Map



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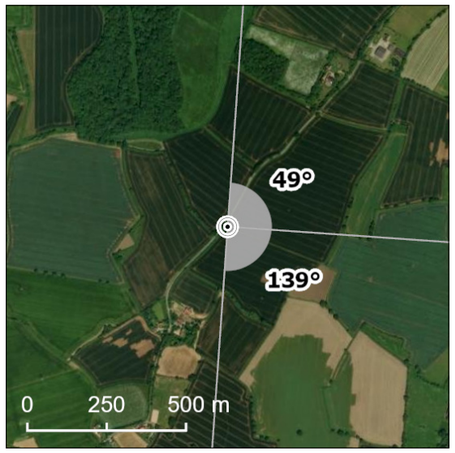
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- X Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	607840E 261787N	Distance to Nearest Structure:	1.24km
Approx. Elevation (ground level):	55.77m AOD	Time/Date:	11:37, 07/03/2023
General Direction of View:	49°/139°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located at the junction of a local PRoW and the Mid Suffolk Footpath, to the west of Saxham Street. Recreational receptors using the Mid Suffolk Footpath long distance footpath/ regional trail, and the local PRoW network and community receptors living and moving around the settlement along Saxham Street are of high susceptibility. Road users on Gipping Road are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape. It is representative of views from viewpoints north of Gipping Farm, identified within the Stowupland Neighbourhood Plan, and is located on the Mid Suffolk Footpath long distance path and therefore the view is of national / regional value. Overall sensitivity is judged to be high.

Description of Visual Baseline

The foreground comprises arable farmland, gently rising to the middle distance. The field is large and open. there is an absence of field boundaries. Hedgerow trees line the north of Gipping Road, restricting further distance views. Woodland and layers of field boundary hedgerows and trees are in the middle distance and restrict further views to the east and south-east. Agricultural buildings at Stowupland Town Farm can be seen in the middle distance, backclothed by trees. An existing 400 kV overhead line can be seen in the distance to the north-east and east, while the Mendlesham Transmitting Station is also visible on the skyline to the north-east.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance to the north-east and south-east. Ground-level elements of construction activity are likely to be screened by intervening vegetation, however taller elements, such as partially constructed pylons and construction machinery such as cranes would be visible above this. Due to distance and layers of intervening vegetation, it is unlikely that potential loss of vegetation as a result of the Project would be particularly perceptible. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a medium proportion of this view, and the scale of change would be medium. In terms of the geographical extent of effect, similar views would be available from along Gipping Road and the local PRoW running east towards Stowupland Town Farm. The magnitude of effect is judged to be medium.

Taking account of the high sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle distance to the north-east and south-east. The proposed overhead line would be visible on the skyline above the layers of intervening vegetation. The hedgerow and hedgerow trees along the north side of Gipping Road would screen and filter the proposed overhead line in longer views north. An existing 400 kV overhead line is present within this view. However, the proposed overhead line would be much closer and much larger in scale than the existing overhead line. The Project would also introduce electrical infrastructure into the south-east of the view which is without overhead lines. The Project would affect a large proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent of effect identified at construction. The magnitude of effect is judged to be medium.

Taking account of the high sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to be medium.

Taking account of the high sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.12: Mid Suffolk Footpath / Gipping Road, west of Saxham Street (View Direction 49)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.12: Mid Suffolk Footpath / Gipping Road, west of Saxham Street (View Direction 139)

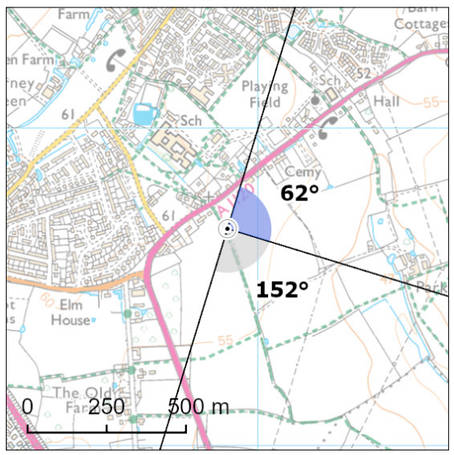
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.13: PRoW south of Stowupland (Stowupland 28)

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	606904E 259685N	Distance to Nearest Structure:	1.5km
Approx. Elevation (ground level):	59.75m AOD	Time/Date:	11:56, 07/03/2023
General Direction of View:	62°/152°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the south-east of Stowupland and south of the A1120. Recreational receptors using the local PRoW network, bridleways and community receptors living and moving around the settlement of Stowupland are of high susceptibility. Horse riders would have more elevated views of the landscape than walkers allowing them to see above hedges and lower-growing vegetation (susceptibility would remain high). The viewpoint is not within a designated landscape. It is representative of views from the viewpoints along the A120 on the edge of settlement of Stowupland, identified within the Stowupland Neighbourhood Plan. The view is of regional / local value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

The foreground and middle ground views north-east and south-east comprise of flat arable farmland. The field is large and open with an absence of field boundaries. Construction work for new residential development to the south of the A1120 Church Road was taking place at the time the viewpoint photography was taken, although is now complete. The construction work, and existing residential properties, restrict further views to the north. In the middle distance to the east and south-east the landform falls towards a tributary valley and rises again. An existing 132 kV overhead line is visible in middle distance views on the far valley side to the east and south-east. The lower portions of the existing pylons are screened by existing vegetation. In middle distance views, arable fields continue with occasional field boundary hedgerows and trees. Longer distance views to the south are afforded across further farmland and trees, with distant hills glimpsed through gaps in vegetation.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance and long distance to the north-east and south-east. Construction activity would be visible on elevated landform in the middle distance and would continue into the distance. There would be some filtering from intervening layers of vegetation, including of ground-level constriction works in the distance. Construction activity would include partially constructed pylons and construction machinery such as cranes. Potential loss of vegetation such as trees, hedgerows and veteran trees as a result of the Project and the construction of the pylons is likely to be perceptible in the middle distance, particularly to the north-east near Bell's Lane. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a medium proportion of this view and the scale of change would be medium. In terms of the geographical extent of effect, similar views would be available from the PRoW network leading south from Stowupland and Creeting Lane. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible on elevated ground in the middle and long distance as it runs between Stowmarket and south towards Needham Market. The proposed overhead line would be visible on the skyline, on elevated landform in the middle distance to the north-east and south-east. The proposed overhead line would be largely backclothed by landform in longer distance views, but a long stretch of the proposed overhead line would be visible as it runs to the south, where it would appear stacked in views. An existing 132 kV overhead line is present within this view and so the proposed overhead line would not be out of character for this baseline. However, the proposed pylons would appear larger in comparison. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line and over any areas of underground cable), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. The Project would affect a large proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.13: PRoW south of Stowupland (Stowupland 28) (View Direction 62)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.13: PRoW south of Stowupland (Stowupland 28) (View Direction 152)

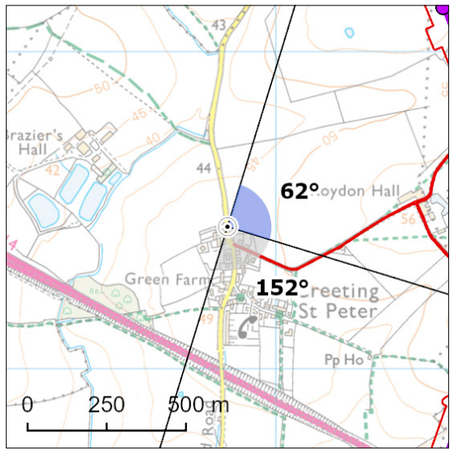
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.14: Creeting Lane, Creeting St Peter

Section B

Viewpoint Location Map



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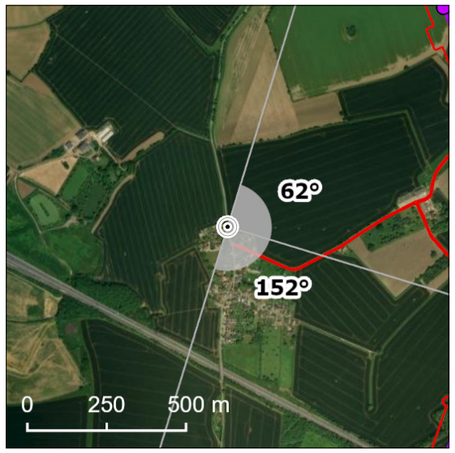
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	607847E 258449N	Distance to Nearest Structure:	0.89km
Approx. Elevation (ground level):	48.93m AOD	Time/Date:	12:16, 07/03/2023
General Direction of View:	62°/152°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a minor road at the northern edge of Creeting St Peter. Community receptors living in and moving around the settlement of Creeting St Peter are of high susceptibility. Road users on Creeting Lane are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or promoted view, therefore the view is of local/ community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

The foreground and middle ground to the north-east of the viewpoint comprises large open arable fields. Gappy hedgerows are seen in the middle distance. To the south views are restricted by the hedgerow boundary and settlement edge of Creeting St Peter. Wood pole lines in the foreground head towards the middle distance. The middle distance comprises rolling farmland bounded by hedgerows and hedgerow trees. Agricultural buildings at Roydon Hall can be seen in the middle distance on a slight hill. This elevated landform restricts further views to the east.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance and long distance to the north-east and east. Views would be clear, with limited filtering or screening. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Potential loss of vegetation within the boundary hedgerows as a result of the Project is likely to be perceptible in the middle distance. A permanent access road east and north-east of Roydon Hall would be visible in middle to long distance views. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a medium proportion of this view and the scale of change would be large. In terms of the geographical extent of effect, similar views would be available along Creeting Lane and the PRoW running east from Creeting St Peter. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle and long distance as the Project runs between Stowmarket and Forward Green. The proposed overhead line would be visible on the skyline in open views to the north-east and east, with the pylons decreasing in size as they recede into the distance to the north-east. In the east the lower section of pylons would be screened by existing vegetation and development at Roydon Hall. The Project would be screened by vegetation and properties along Creeting Lane to the south-east. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line and over any areas of underground cable), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. With the exception of wood pole lines, the Project would be introduced into a view otherwise absent of electrical infrastructure. The Project would affect a medium proportion of this view, and the scale of change would be large. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain high. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.14: Creeting Lane, Creeting St Peter (View Direction 62)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.14: Creeting Lane, Creeting St Peter (View Direction 152)

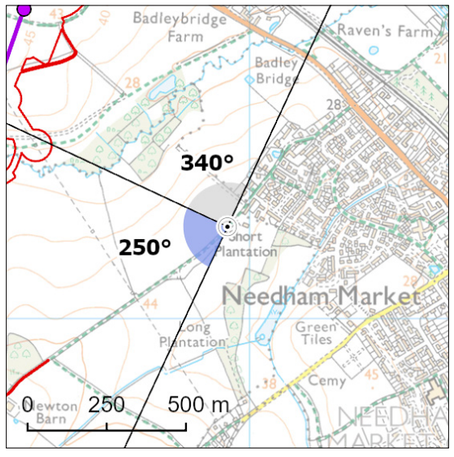
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.15: PRoW, north-west of Needham Market (Needham Market 5)

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	607930E 255291N	Distance to Nearest Structure:	0.85km
Approx. Elevation (ground level):	42.78m AOD	Time/Date:	12:40, 07/03/2023
General Direction of View:	250°/340°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW at the north-west edge of Needham Market, near Short Plantation. Recreational receptors using the local PRoW network and community receptors living and moving around the settlement of Needham Market are of high susceptibility. The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views north-west and west across arable fields bounded by hedgerows. The hedgerow along the southern side of the track and Long Plantation woodland screens further views to the south and south-west. In the middle distance to the north-west the landform falls toward a tributary valley of the River Gipping, where there are further arable fields and several blocks of woodland including Little Newton Wood and Ash Covert. Existing 132 kV overhead lines are visible in long distance views to the south-west, which continue into the far distance, partially screened and backclothed by vegetation. There are glimpsed long distance views to the north-west to a wooded horizon.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in middle and long distance views to the north-west and south-west. Views towards construction activity would bey open, with the exception of some screening from Little Newton Wood. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes, as well as the undergrounding of part of an existing 132 kV overhead line to the north-west. Potential loss of vegetation within the boundary hedgerows as a result of Project is unlikely to be perceptible in the middle distance, due to being screened by existing woodland. Construction activity may include lighting in the hours of darkness. Construction works would affect a large proportion of this view, and the scale of change would be medium. In terms of the geographical extent of effect, similar views would be available along the PRoW to Little Newton Wood. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance and long distance as it crosses the Gipping Valley to the north-west and south-west. The proposed overhead line would be visible on the skyline, rising above intervening woodland. The lower parts of the proposed pylons would generally be screened or backclothed by intervening vegetation. To the south-west the Project would be seen in a view that already has electrical infrastructure. The Project would appear much larger in scale than the existing 132 kV overhead line. To the north, the proposed overhead line would appear stacked in views and visible as it changes direction to the north-east. The Project would affect a large proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent of effect identified at construction. The magnitude of effect is judged to be medium.

Taking into account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.15: PRoW, north-west of Needham Market (Needham Market 5) (View Direction 250)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.15: PRoW, north-west of Needham Market (Needham Market 5) (View Direction 340)

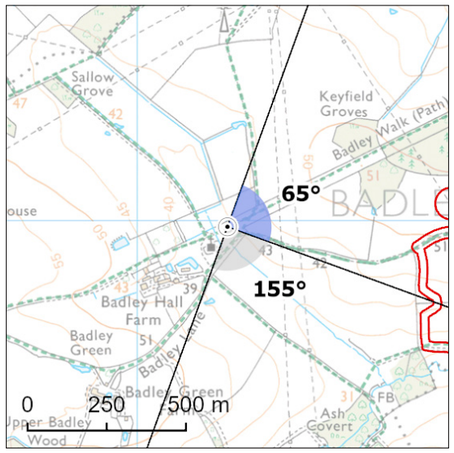
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.16: PRoW near Badley Hall Farm (Badley 21)

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- X Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	606285E 255982N	Distance to Nearest Structure:	0.95km
Approx. Elevation (ground level):	38.63m AOD	Time/Date:	13:19, 07/03/2023
General Direction of View:	65°/155°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the north-east of Badley Hall and near Badley Church, St Mary's. Recreational receptors using the local PRoW network and community receptors living and moving around the settlement of Badley are of high susceptibility. The viewpoint is within the Badley Conservation Area; therefore, this view is of regional / local value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views south-east across pastoral fields bounded by gappy hedgerows and post and wire fencing. The landform rises gently in the near distance to the north-east of the viewpoint towards two parallel 132 kV overhead lines, restricting any longer distance views in this direction. To the south-east of the viewpoint, the topography to the near distance is gentler, providing views of further pastoral fields and the continuation of the two existing 132 kV overhead lines in the middle distance, through gaps in the hedgerow and hedgerow trees. A glimpse of a wooded horizon in the long distance can be briefly seen through the gap in the hedgerow.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance. However, this is confined to the south-east of the viewpoint due to the rising topography in the foreground to the north-east of the viewpoint restricting views. There would be some filtering and screening towards construction activity due to intervening vegetation in the near distance and middle distance. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Potential loss of vegetation within the boundary hedgerows as a result of the Project and the construction of the pylons is unlikely to be particularly perceptible in the middle distance due to intervening vegetation and landform. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a small proportion of this view and the scale of change would be small. The magnitude of effect is judged to be low. In terms of the geographical extent of effect, similar views would be available from the public right of way network between Bradley Lane and the viewpoint. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle distance to the south-east of the viewpoint. The proposed overhead line would be filtered and screened by intervening vegetation within the foreground and middle distance. The proposed overhead line will not be visible to the north-east of the viewpoint due to the rising topography in the foreground restricting any middle and long distance view in this direction. Existing 132 kV overhead lines are present within this view and so the proposed overhead line would not be out of character for this baseline and the Project would appear smaller, more distant, and less perceptible than existing 132 kV overhead lines. The Project would affect a small proportion of this view, and the scale of change would be small. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain small. The magnitude of effect is judged to be low.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Viewpoint 2.16: PRoW near Badley Hall Farm (Badley 21) (View Direction 65)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.16: PRoW near Badley Hall Farm (Badley 21) (View Direction 155)

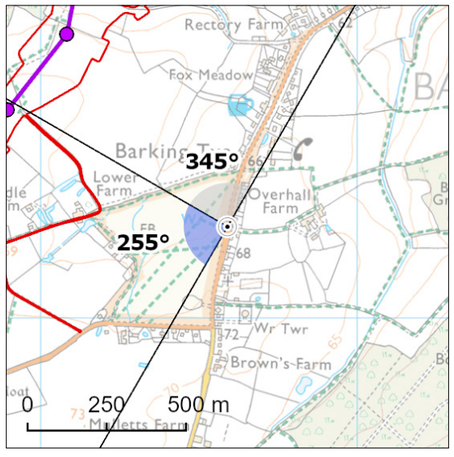
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.17: B1078 Barking Road, Barking Tye

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- X Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	606590E 252289N	Distance to Nearest Structure:	0.79km
Approx. Elevation (ground level):	67.06m AOD	Time/Date:	13:55, 07/03/2023
General Direction of View:	255°/345°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW at the eastern edge of Barking Tye common. Recreational receptors using the local PRoW network and common land / open access land and community receptors living and moving around the settlements of Barking and Barking Tye are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views north-west, west and south-west across Barking Tye common land / open access land, which comprises a combination of meadow and amenity grass. In the middle distance is a playground, hedgerows and hedgerow trees and a small woodland copse. The landform rises gently beyond this across rolling farmland and woodland, where an existing 132 kV overhead line is visible to the north-west and west, largely backclothed and filtered by vegetation. There are glimpsed long distance views through gaps in middle distance vegetation, towards a wooded horizon to the west. In views to the south-west properties along the B1078 are seen among mature trees. Views north are of properties within Barking Tye which restrict views further in these directions.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance to the north-west, west and south-west. Views north of the viewpoint would be screened by residential properties. Intervening vegetation would provide some filtering and screening of views of construction activity, particularly to the south in the near distance. It is likely that the ground-level elements of construction would be perceptible in places due to the slightly elevated nature of the landform in the middle distance. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes, as well as the undergrounding of a wood pole line. Potential loss of vegetation within the boundary hedgerows as a result of the Project is unlikely to be particularly perceptible due to intervening vegetation filtering views. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a large proportion of this view and the scale of change would be medium. In terms of the geographical extent of effect, similar views would be available across the Barking Tye common land / open access land, and from Barking Road until its junction with the B1078. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle distance across a wide angle of view to the north-west, west and south-west. The proposed overhead line would be visible above the tree line, on slightly elevated land in the middle distance. Views would be filtered in places by existing intervening vegetation. The lower portions of the pylons would be largely screened from view by intervening housing and vegetation. In views to the west the Project would be partially backclothed by the wooded horizon of Muckinger Wood. The Project would affect a large proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking into account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.17: B1078 Barking Road, Barking Tye (View Direction 255)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.17: B1078 Barking Road, Barking Tye (View Direction 345)

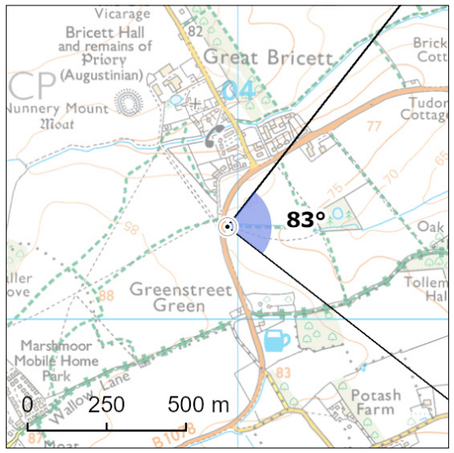
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.18: B1078, Great Bricett

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	603967E 250293N	Distance to Nearest Structure:	1.65km
Approx. Elevation (ground level):	79.5m AOD	Time/Date:	14:11, 07/03/2023
General Direction of View:	83°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located at the junction of a local PRoW and the B1078, to the south of Great Bricett. Recreational receptors using the local PRoW network and community receptors living and moving around the settlement of Great Bricett are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views east across arable farmland, separated by a ditch and scrubby borders. In the middle distance views to the north-east properties on the B1078 can be seen among woodland. In longer distance views the north-east there are layers of woodland and field boundary vegetation. An existing 132 kV overhead line is visible on the skyline, seen above the tree line and wooded horizon. Woodland at Tollemache Hall and Tollemache Hall Grove screen views further to the south-east.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance to long distance to the east. Views of construction to the south-east would be screened by woodland. Construction activity to the north-east and east would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes, as well as the undergrounding of the existing 132 kV overhead line. Due to distance and layers of intervening vegetation, it is unlikely that potential loss of vegetation as a result of the Project and the undergrounding of the existing 132 kV overhead line would be particularly perceptible. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a small proportion of this view and the scale of change would be medium. In terms of the geographical extent of effect, similar views would be available from a small section of the B1078 and from the PRoW that run east and south from the B1078. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle distance to the north-east and east. The proposed overhead line would be filtered and screened in places, including the lower sections of pylons. Views to the south-east would be screened by woodland blocks. The existing 132 kV overhead line would have been partially undergrounded and removed from view, which would have a positive impact on the view. The Project would be seen in a similar location to the removed overhead line and would also appear larger in size despite being further away. The Project would affect a small proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking into account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain small. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.18: B1078, Great Bricett (View Direction 83)

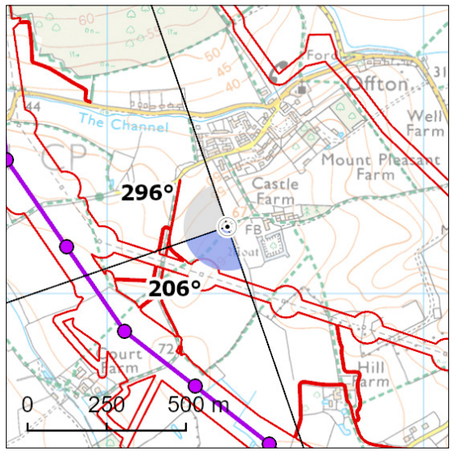
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.19: PRoW near Castle Farm, Offton (Offton 27)

Section B

Viewpoint Location Map



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Reasons for Selection

- X Local Community
- Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- X Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	606380E 249212N	Distance to Nearest Structure:	0.46km
Approx. Elevation (ground level):	60.49m AOD	Time/Date:	15:41, 07/03/2023
General Direction of View:	206°/296°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located on a PRoW to the south of Offton, near Castle Farm. Recreational receptors using the PRoW network, visiting Offton Castle (Scheduled Monument) and community receptors living and moving around Offton are of high susceptibility. This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

In the foreground to the north, west and south there are views across rolling farmland, bounded by intact hedgerows and mature hedgerow trees. A wood pole line runs north-south in the foreground. To the south the landform rises, and the brow of the hill restricts any further distance views. An existing 132 kV overhead line is prominent on the skyline. To the west and north, views towards the middle distance are of the rolling farmland, hedgerows and trees. The residential edge of Offton can be seen nestled among vegetation in the middle distance to the north. An existing 132 kV overhead line is visible on the skyline to the north-west, with the lower sections of the pylons filtered by vegetation. The large woodland blocks at Middle Wood and Tollemache Hall Grove are also in the middle distance, with glimpsed views beyond this towards woodland and farmland in the distance.

Description of Effects

Effects during Construction

During the construction phase, there would be views towards construction activity associated with the proposed overhead line, any third-party works and the removal and undergrounding of an existing 132 kV overhead line in foreground views. Construction activity would include the movement of vehicles and machinery along temporary haul roads and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Potential loss of vegetation along field boundaries as a result of the Project, is likely to be perceptible in the middle distance. Construction activity may include lighting in the hours of darkness. A permanent access track would be introduced to the west of the viewpoint, following the route of an existing public right of way. Construction works would be visible across a large proportion of this view and the scale of change would be medium. In terms of the geographical extent of effect, similar views would be available from this section of the PRoW and from PRoW on similar elevations to the east and south of Castle Farm. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major-moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle distance views to the south, on the skyline partially hidden by the brow of the hill. The proposed overhead line would continue west in the middle and long distance views. Similarly, there would be some filtering of the lower elements of the pylons by existing vegetation. The Project would broadly follow the route of an existing 132 kV overhead line, which would be undergrounded as part of the Project and therefore removed from this view. This would be a positive change to the view. Although the Project would be at a further distance than the undergrounded overhead line, the Project would be larger in size and therefore would appear larger and more prominent in views than the existing 132 kV overhead line. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line and over any areas of underground cable), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. The Project would affect a large proportion of this view, and the scale of change would be medium. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would be medium. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Viewpoint 2.19: PRoW near Castle Farm, Offton (Offton 27) (View Direction 206)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.19: PRoW near Castle Farm, Offton (Offton 27) (View Direction 296)

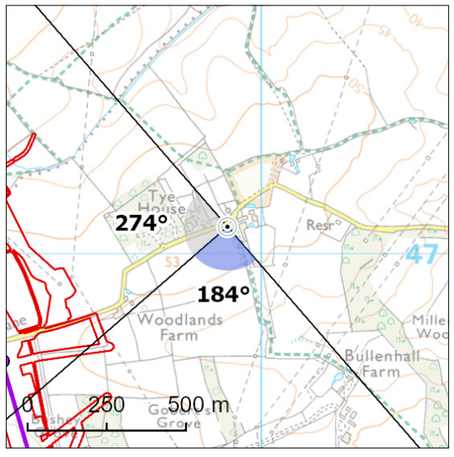
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.20: Tye Lane, east of Flowton

Section B

Viewpoint Location Map



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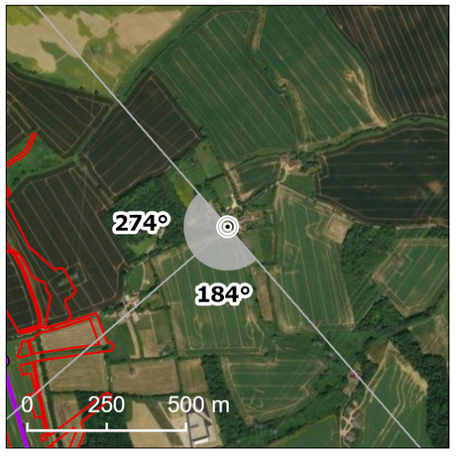
Aerial Photo



ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	609892E 247086N	Distance to Nearest Structure:	0.81km
Approx. Elevation (ground level):	54.18m AOD	Time/Date:	12:24, 02/03/2023
General Direction of View:	184°/274°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located at the junction of a local PRoW and Tye Lane, to the east of Flowton. Recreational receptors using the local PRoW network and community receptors living and moving around Tye House are of high susceptibility. Road users on Tye Lane are of medium susceptibility (noting that people walking will be more susceptible). Tye Lane is a Quiet Lane (protected lane), and road users will be more focussed on their surroundings. This viewpoint is not within a designated landscape or promoted view, therefore the view is of local / community value. Overall, sensitivity is judged to be medium.

Description of Visual Baseline

There are views south across rolling, large scale arable fields bounded by mature, intact hedgerows. A wood pole line runs across the foreground. The rolling landscape continues into the middle distance, with some woodland blocks preventing further views. A number of existing 132 kV and 400 kV overhead lines dominate the skyline, crossing the middle to long distance. The overhead lines lead towards Bramford substation, which is visible to the south among woodland. A communications mast is also visible. Tye House is visible in views to the west along Tye Lane. Further views west are restricted by hedgerows. In views to the south-west arable fields bounded by mature hedgerows and hedgerow trees are seen, with overhead lines also visible.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line, any third-party works, the substation extension at Bramford substation and the undergrounding of existing 400 kV and 132 kV overhead lines. Construction activity would be visible in middle distance views to the south-west, with some filtering from the intervening mature woodland blocks. Construction activity would include the movement of vehicles and machinery along temporary haul roads, construction and use of a construction compound, and the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes. Potential loss of vegetation including the loss of trees and hedgerows to the south of Tye Lane as a result of the Project and undergrounding of cables are likely to be perceptible in the middle distance. The erection of road crossing protection scaffolding over Tye Lane would be visible during the construction process. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a medium proportion of this view, and the scale of change would be medium. In terms of the geographical extent of effect, similar views would be available from a small section of Tyle Lane and the PRoW which runs south from Tye Lane. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **moderate and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in medium and long distance views including from Tye Lane (protected lane), as the proposed overhead line approaches Bramford substation. The proposed overhead line would appear stacked in relatively open views to the south-east. Lower portions of pylons would appear filtered by woodland in the south. Although some sections of the existing overhead lines would be removed and undergrounded, a number of existing 400 kV and 132 kV overhead lines would remain within this view and so the proposed overhead line would not be out of character for this baseline. The proposed overhead line would be seen among a number of existing pylons and would not be individually identifiable. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line and over any areas of underground cable), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. The Project would affect a medium proportion of this view, and the scale of change would be small. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would be small. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Viewpoint 2.20: Tye Lane, east of Flowton (View Direction 184)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.20: Tye Lane, east of Flowton (View Direction 274)

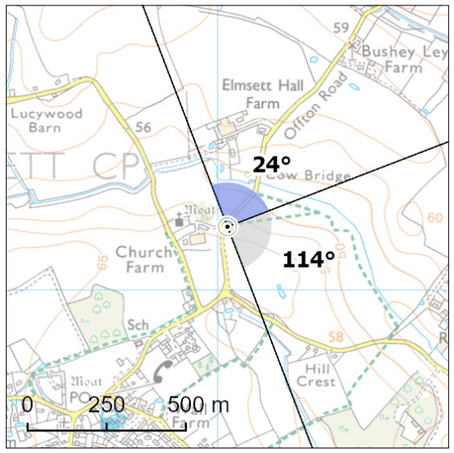
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.21: Offton Road, north of Elmsett

Section B

Viewpoint Location Map



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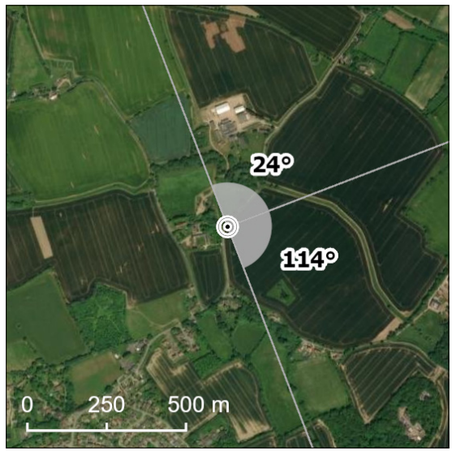
Aerial Photo



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Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	606031E 247201N	Distance to Nearest Structure:	1.35km
Approx. Elevation (ground level):	58.93m AOD	Time/Date:	15:09, 07/03/2023
General Direction of View:	24°/114°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located at the junction of a local PRoW and Offton Road, to the north of Elmsett. Recreational receptors using the local PRoW network and community receptors living and moving around the settlement of Elmsett are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views east and north-east across rolling arable farmland. Offton Road is bordered by hedges and hedgerow trees, with a wood pole line running parallel to the road. To the south-east, the landform rises slightly, restricting views further in this direction. In the middle distance woodland to the south of Elmsett Hall Farm restricts long distance views to the north. To the east, the landform falls away from the viewpoint towards a valley associated with a small brook. The landform rises again, with arable fields visible. Red House Farm is visible nestled amongst woodland. There are longer distance views north-east towards a wooded horizon with an existing overhead line visible on the skyline.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line on slightly elevated ground to the north-east, as well as any third-party works in the middle to long distance. Views would be filtered by intervening woodland and layers of vegetation. The rising landform would entirely screen views of construction to the south-east. Ground-level construction activity is likely to be screened by intervening vegetation, however the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes and the removal of existing pylons associated with its undergrounding, would be visible above the vegetation. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a medium proportion of this view and the scale of change would be small. In terms of the geographical extent of effect, similar views would be available from Offton Road to its junction with Flowton Road to the south. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Operation Year 1

During operation, the Project would be visible in middle to long distance views to the north-east and east. The proposed overhead line would be visible on the elevated skyline to the south-east. The lower sections of the pylons would be filtered by the existing vegetation. The higher sections of the pylons would rise above the tree line and appear on the skyline. To the south-east the landform would screen any views of the project. In views to the east the proposed overhead line would appear in the same view as the undergrounded existing overhead line. The Project would appear larger in comparison, although both overhead lines would not be visible in the same view. The Project would affect a medium proportion of this view, and the scale of change would be small. There would be no change to the geographical extent identified at construction. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would be small. The magnitude of effect is judged to be medium.

Taking account of the medium sensitivity, the significance of effect is judged to be **minor-moderate and not significant (adverse).**

Viewpoint 2.21: Offton Road, north of Elmsett (View Direction 24)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.21: Offton Road, north of Elmsett (View Direction 114)

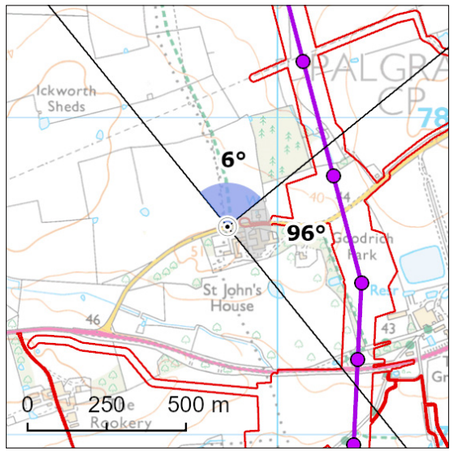
Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.22: Lion Road near St John's House / Goodrich Park

Section B

Viewpoint Location Map



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Aerial Photo

ESRI 2025. Maxar Microsoft

Reasons for Selection

- X Local Community
- X Road Network
- National Cycle Network
- Long Distance Path
- X Public Right of Way
- Designated Landscape
- Heritage Asset
- Promoted Viewpoint
- Open Access Land
- Visitor Attraction

Notes on Viewpoint Location

OS Reference:	609841E 277657N	Distance to Nearest Structure:	0.37km
Approx. Elevation (ground level):	49.54m AOD	Time/Date:	09:52, 05/04/2023
General Direction of View:	6°/96°	Camera:	NIKON D750

Sensitivity of Receptor

The viewpoint is located at the junction of a local PRoW and Lion Road, to the south-west of Palgrave. Recreational receptors using the local PRoW network, area of open access land at Lion Road, and community receptors living and moving around the settlement of Palgrave are of high susceptibility. Road users are of medium susceptibility (noting that people walking will be more susceptible). The viewpoint is not within a designated landscape or a promoted view, therefore the view is of local / community value. Overall sensitivity is judged to be medium.

Description of Visual Baseline

There are views north and north-east across flat, arable farmland, with two wood pole lines converging over the PRoW. To the east is a property along Lion Road and vegetation within Goodrich Park, which heavily filters and screens views further to the east and south-east. In the middle distance to the north-east, the farmland continues, bordered by hedgerows and scattered trees, and a woodland block, towards the Waveney Valley. Beyond this there are long distance views of a wooded horizon on rising landform.

Description of Effects

Effects during Construction

There would be views towards construction activity associated with the proposed overhead line and any third-party works in the middle distance views to the east and long distance views to the north-east. Construction activity would include the movement of vehicles and machinery along temporary haul roads, and along Lion Road (an area of open access land), which would be a Primary Access Route. There would also be the presence of taller elements, such as partially constructed pylons and construction machinery such as cranes, as well as the undergrounding of a wood pole line and the presence of a construction laydown area. Potential loss of vegetation within the boundary hedgerows as a result of the Project and the construction of the pylons is likely to be somewhat perceptible in the middle distance. Construction activity may include lighting in the hours of darkness. Construction works would be visible across a large proportion of this view and the scale of change would be high. In terms of the geographical extent of effect, similar views would be experienced from a small section of Lion Road and from the PRoW which leads north to Millway Lane. The magnitude of effect is judged to be high.

Taking account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 1

During operation, the Project would be visible in the middle distance and long distance as it crosses the Waveney Valley. In views north and north-east the proposed overhead line would be backclothed by the wooded horizon. The lower sections of some pylons would be screened by vegetation, with the tops of the pylons visible on the skyline. In the distance to the north-east the pylons would become stacked in views. There would be some screening and filtering of the Project by intervening woodland and layers of vegetation however it would be prominent in views. To the east the pylons would be located behind the property along Lions Road before being screened by woodland within Goodrich Park to the south-east. Vegetation removed during construction would be reinstated (with the exception of trees located under the proposed overhead line and over any areas of underground cable), although at year 1 of operation the planting would be young, and the vegetation loss would remain noticeable. The Project would be introduced into a view otherwise absent of electrical infrastructure. The Project would affect a large proportion of this view, and the scale of change would be high. There would be no change in the geographical extent identified at construction. The magnitude of effect is judged to be high.

Taking into account of the medium sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Operation Year 15

There are no additional mitigation measures proposed in this view. The scale of change would remain high. The magnitude of effect is judged to be high.

Taking account of the high sensitivity, the significance of effect is judged to be **major and significant (adverse).**

Viewpoint 2.22: Lion Road near St John's House / Goodrich Park (View Direction 6)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)

Viewpoint 2.22: Lion Road near St John's House / Goodrich Park (View Direction 96)

Photograph of Existing Landscape from Viewpoint (90 Degree Field of View)

Photomontage of the Project (90 Degree Field of View)