Preliminary Environmental Information Report Volume 1

Chapter 13 Landscape and Visual

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Glossary of Project Terminology

This Glossary has been provided to define terms used across a number of the LionLink Proposed Scheme documents.

Terms and abbreviations specific to this technical chapter are provided at the end of the document in the **Topic Glossary and Abbreviations.**

Term	Description
Amendment to Kiln Lane Substation Scenario	The scenario where the Proposed Scheme will comprise the amendments to Kiln Lane Substation that would be required if Kiln Lane Substation was built out pursuant to the EA1N/EA2 DCOs.
Applicant, the	National Grid Lion Link Limited (NGLLL)
Bellmouth	A flared vehicular access/egress point connecting permanent route to the public highway.
Converter Station	A converter station changes electricity between High Voltage Alternating Current (HVAC), which power our homes, and High Voltage Direct Current (HVDC) which is more efficient for transporting electricity over long distances and vice versa. The proposed Converter Station is located to the east of Saxmundham.
Converter Station Site	The Converter Station Site as a whole, allowing for the co-location of the Converter Station with the Converter Station being separately consented as part of the Sea Link project.
Co-ordination	The process of people or entities working together.
Co-location	Where different elements of a project, or various projects, are located in one place.
Construction Compound	Temporary compounds installed during the construction phase of the Proposed Scheme. Each compound is likely to contain storage areas such as laydown areas, soils storage, and areas for equipment and fuel, drainage, generators, car parking and offices and welfare areas (portacabins).
Development Consent Order (DCO)	An order made by the Secretary of State pursuant to the Planning Act 2008 (as amended) granting development consent for a Nationally Significant Infrastructure Project. It grants consent to develop the approved project and may include (among other things) powers to compulsorily acquire land and rights where required and deemed marine licences for any offshore works.
Draft Order Limits	The area of land identified as being subject to the DCO application. The Draft Order Limits are made up of the land required both temporarily and permanently to allow for the construction, operation and maintenance, and decommissioning of the Proposed Scheme. All onshore parts of the Proposed Onshore Scheme are located within England and offshore parts of the Proposed Offshore Scheme are located within English territorial waters to 12 Nautical

Term	Description
	Miles and then up to the United Kingdom (UK) Exclusive Economic Zone (EEZ) boundary at sea.
Dutch Offshore Components	Is the term used when referring to the offshore elements of the Project within Dutch waters.
Eastern Route Option	As part of the Underground HVDC cable corridor, the Eastern Route Option would facilitate a degree of co-location with the Sizewell Link Road (SLR) scheme.
Environmental Impact Assessment (EIA)	The EIA is a systematic regulatory process that assesses the potential likely significant effects of a proposed project or development on the environment.
EIA Scoping Report	An EIA scoping report defines the proposed scope and methodology of the EIA process for a particular project or development. The EIA Scoping Report for the Proposed Scheme was submitted to the Planning Inspectorate with a request for the Secretary of State to adopt a scoping opinion in relation to the Proposed Scheme on 6 March 2024.
Environmental Statement (ES)	The ES is a document that sets out the likely significant effects of the project on the environment. The ES is the main output from the EIA process. The ES is published as part of the DCO application.
Exclusive Economic Zone (EEZ)	The zone in which the coastal state exercises the rights under Part V of the United Nations Convention on the Law of the Sea. These rights relate principally to the water column and may extend to 200 nautical miles from baselines. This is distinct from territorial waters, which for the UK extend 12 nautical miles from the coast.
Full Build Out of Kiln Lane Substation Scenario	The scenario if the Proposed Scheme was brought forward first, then it would be responsible for developing Kiln Lane Substation for the Proposed Scheme, with sufficient additional capacity for other projects.
Joint Bay	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Kiln Lane Substation	The proposed connection point for the Project to the British National Electricity Transmission System, located to the north of Friston. Formerly known as Friston Substation. The new name has recently been adopted by NGET. The substation is of the same footprint and in the same location. Friston Substation will, hereafter, be referred to as Kiln Lane Substation.
Landfall	The proposed Landfall is where the proposed offshore HVDC Submarine Cables are brought ashore and meets with the onshore proposed Underground HVDC Cables. This includes the Transition Joint Bay (TJB). The proposed Landfall will be located at Walberswick, and there will be no permanent above ground infrastructure at the proposed Landfall.
Landfall Site	The area where the Landfall may be located.

Term	Description
Limit of Deviation	A maximum distance or measurement of variation within which the works must be constructed. These are lateral (i.e. on the ground) and vertical limits (in relation to height).
Link Box Chamber	Link boxes are used at joint bays to facilitate grounding connections to ensure safety and enable maintenance. Link boxes can either be installed below ground, in a link box chamber, or in an above ground link pillar
Multi-purpose interconnector (MPI)	A project where GB interconnection is combined with transmission of offshore generation within GB (and optionally within a connecting state).
National Grid Electricity Distribution (NGED)	The local distribution network operator for the Midlands, the southwest of England and south Wales.
National Grid Electricity Transmission (NGET)	Operators of the national electricity transmission network across Great Britain and own and maintain the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises, but its role in the wholesale market is vital to ensuring a reliable, secure and quality supply to all.
National Grid Lion Link Limited (NGLLL)	The Applicant, a joint venture between National Grid Ventures and TenneT. NGLLL is a business within the wider National Grid Ventures portfolio.
National Grid Strategic Infrastructure (NGSI)	Part of NGET and responsible for delivering major strategic UK electricity transmission projects, focussed on connecting more clean, low-carbon power to England and Wales.
National Grid Ventures (NGV)	Operates and invests in energy projects, technologies and partnerships to accelerate the development of a clean energy future. This includes interconnectors (such as the LionLink Project), allowing trade between energy markets and the efficient use of renewable energy resources.
Nationally Significant Infrastructure Projects (NSIP)	Major infrastructure developments in England and Wales for which development consent is required, as defined within Section 14 of the Planning Act 2008 (as amended). This includes any development which is subject to a direction by the relevant Secretary of State pursuant to Section 35 of the Planning Act 2008.
Non-standard interconnector (NSI)	A project where GB interconnection is combined with transmission of offshore generation outside of GB.
Northern Route Option	A northern cable corridor option that would allow Underground HVAC Cable delivery for Proposed Scheme only.
Offshore Hybrid Asset (OHA)	A project that combines cross-border interconnection with the transmission of offshore generation, this is an overarching term which covers both multi-purpose interconnectors (MPI) and non-standard interconnectors (NSI).
Order Limits	The maximum extent of land within which the Proposed Scheme may take place, as consented.

Term	Description
Outline Offshore Construction Environmental Management Plan (Outline Offshore CEMP)	Describes the control measures and standards proposed to be implemented to provide a consistent approach to the environmental management of the construction activities of the Proposed Offshore Scheme.
Outline Onshore Code of Construction Practice (Outline Onshore CoCP)	Describes the control measures and standards proposed to be implemented to provide a consistent approach to the environmental management of the construction activities of the Proposed Onshore Scheme.
Overhead Lines (OHL)	Conductors (wires) carrying electric current, strung from Tower to Tower.
Planning Act 2008	The Planning Act 2008 being the relevant primary legislation for national infrastructure planning.
Planning Inspectorate (PINS)	The Planning inspectorate review DCO applications and make a recommendation to the Secretary of State, who will then decide whether to approve the DCO.
Preliminary Environmental Information Report (PEIR)	The PEIR is a document, compiled by the Applicant, which presents preliminary environmental information, as part of the statutory consultation process. This is defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as containing information which "is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)" (Section 12 2. (b)). This PEIR describes the Proposed Scheme, sets out preliminary findings of the EIA undertaken to date, and the mitigation measures proposed to reduce effects. The PEIR is published at Statutory Consultation stage for information and feedback.
Project (the)	The LionLink Project (hereafter referred to as the 'Project') is a proposal by National Grid Lion Link Limited (NGLLL) and TenneT. The Project is a proposed electricity link between Great Britain (GB) and the Netherlands with a capacity of up to 2.0 gigawatts (GW) of electricity and will connect to Dutch offshore wind via an offshore platform in Dutch waters. The Project is the collective term used to refer to the proposal for all aspects (onshore and offshore) of the proposed interconnector between GB and the Netherlands.
Proposed Offshore Scheme	The term used when referring to the offshore elements of the Proposed Scheme, seaward of the mean high-water springs to the EEZ boundary at sea.
Proposed Onshore Scheme	The term used when referring to the onshore elements of the Proposed Scheme, landward of the mean low water springs. Proposed Onshore Scheme components include:

Term	Description
	a) Kiln Lane Substation. b) Underground High Voltage Alternating Current (HVAC) Cables; c) Converter Station. d) Underground High Voltage Direct Current (HVDC) Cables; and e) Landfall.
Proposed Scheme	Used when referring to the GB scheme components of the Project, not including Dutch components. This includes both the onshore and offshore scheme components which are within UK territorial waters and up to the UK EEZ boundary at sea.
Rochdale Envelope	The Rochdale Envelope or Design Envelope approach is employed where the nature of a proposed development means that some details of a project are not available in advance of, or at the time of submitting the DCO application. The Rochdale Envelope approach defines a design envelope and parameters within which the final design will sit and ensures a robust and reliable EIA can be undertaken.
Scoping Opinion	A scoping opinion is requested from the Planning Inspectorate on behalf of the Secretary of State, to inform the requirements of EIA process and ultimately the ES which will be submitted as part of the application for development consent. Through the scoping process, the views of the statutory consultees and other relevant organisations on the proposed scope of the EIA are sought. A Scoping Opinion for the Proposed Scheme was issued by the Planning Inspectorate (on behalf of the Secretary of State) on 16 April 2024. The Applicant received a separate EIA Scoping Opinion from the Marine Management Organisation (MMO) (Reference DCO/2024/00005, dated 04 September 2024) as the MMO were unable to provide opinion to the Planning Inspectorate in time for the April 2024 deadline.
Scottish Power Renewables (SPR) East Anglia One North (EA1N) and East Anglia 2 (EA2) Consents (SPR EA1N and EA2 Consents)	The Orders made following the Scottish Power Renewables applications for development consent for the following projects: a) The East Anglia ONE North Offshore Wind Farm Order 2022; and b) East Anglia TWO Offshore Wind Farm Order 2022
Southern Route Option	A southern cable corridor option that would allow: a) Underground HVAC Cable delivery for Proposed Scheme only, or b) Underground HVAC Cable delivery for Proposed Scheme and ducting for Sea Links Underground HVAC and HVDC cables in that section.
Statutory Consultation	Consultation undertaken with the community and stakeholders in advance of the application for development consent being submitted

Term	Description
	to the Planning Inspectorate, on behalf of the Secretary of state, in accordance with the PA 2008.
Substation	Substations are used to control the flow of power through the electricity system. They are also used to change (or transform) the voltage from a higher to lower voltage to allow it to be transmitted to local homes and businesses.
TenneT	Operator of the electricity transmission network across the Netherlands.
Tower	A structure used to carry overhead electrical conductors, insulators, and fittings. Often described as a pylon.
Transition Joint Bay (TJB)	An underground structure at the Landfall Site that house the joints between the offshore cables and the onshore cables.
Underground Cable Corridors	Collective term for the corridors within which HVAC and HVDC cables are planned.
Underground High Voltage Alternating Current (HVAC) Cable Corridor	A corridor in which the underground HVAC cables are planned to be installed.
Underground High Voltage Alternating Current (HVAC) Cables	Transmission cables which connect between the Converter Station and Substation. HVAC cables are designed to manage fluctuating flow of current.
Underground High Voltage Direct Current (HVDC) Cable Corridor	A corridor in which the underground HVDC cables are planned to be installed.
Underground High Voltage Direct Current (HVDC) Cables	Transmission cables which connect the Converter Station to the Landfall Site and then offshore. HVDC cables are designed to manage current flowing in one direction.
Visibility Splay	An area of land at a road junction that ensures drivers have an unobstructed view of oncoming traffic allowing them to safely join or cross the road.
Western Route Option	As part of the Underground HVDC cable corridor, the Western Route Option would deliver the Scheme within its own corridor with no co-location with the Sizewell Link Road (SLR) scheme.

13 Landscape and Visual

13.1 Introduction

13.1.1 This chapter summarises the results of a Landscape and Visual Impact Assessment (LVIA) and provides a preliminary assessment of the potential likely significant effects in relation to the landscape and people's views, and visual amenity from the construction, operation and maintenance, and decommissioning of LionLink (hereafter referred to as 'the Proposed Scheme').

13.1.2 There are clear differences between landscape effects and visual effects, and the following distinctions have been made:

a. Landscape effects relate to changes to the landscape as a resource, including physical changes to the fabric or individual elements of the landscape, its aesthetic or perceptual qualities, and landscape character; and
b. Visual effects relate to changes to existing views of identified visual receptors ('people'), from the loss or addition of landscape features within their view due to the Proposed Scheme.

13.1.3 This chapter outlines legislation, policy and guidance that is relevant to landscape and visual amenity, summarises the engagement undertaken to date, sets out the scope and methodology of assessment, and describes the baseline environment. Following this, the likely significant effects of the Proposed Scheme on landscape and visual amenity are assessed taking account of mitigation measures within the design and control measures. The need for any additional mitigation is then considered along with any proposals for monitoring and/or enhancement. The chapter concludes with a summary of residual effects.

13.1.4 Landscape and visual amenity aspects considered within this chapter for the Proposed Scheme are:

a. Physical features of the landscape, such as underlying geology, hydrology, trees, woodland and hedgerows;
b. Perceptual characteristics of the landscape, such as colour, patterns, textures, associations and tranquillity;
c. Cultural and social aspects of the landscape, such as land use, settlement and time depth; and
d. People's views of the landscape at various locations, including residents at home, people using public rights of way and roads through the area.

13.1.5 This chapter should be read in conjunction with **Chapter 2 Description of the Proposed Scheme**, which describes the development parameters against which the effects considered in this chapter have been assessed and **Chapter 5 Approach and Methodology** which describes the approach to the preliminary Environmental Impact Assessment (EIA) including the approach to the assessment scenarios considered.

13.1.6 In addition, there may be interrelationships related to the potential effects on landscape and visual amenity and other disciplines. Therefore, this chapter should be read alongside relevant parts of other chapters; namely:

a. **Chapter 6 Agricultural Land and Soils** - distribution of land uses and the extent and classification of agricultural land and how this would be restored following construction;
b. **Chapter 8 Ecology and Biodiversity** – the type and extent of habitats which has informed the value attached to the landscape and design of multifunctional green infrastructure for the Proposed Scheme, as referred to the in **Design Principles**;
c. **Chapter 9 Geology and Contamination** – the geology which underlies the study area, and defines the topography and hydrology of the landscape;
d. **Chapter 11 Historic Environment** – historical development of the landscape and the location, extent and setting of heritage assets;
e. **Chapter 12 Hydrology, Hydrogeology, and Drainage** – influence of watercourses, waterbodies and flooding on the landscape;
f. **Chapter 16 Socio-economics, Recreation and Tourism** – type and location of tourist attractions and recreational assets, such as parks and Public Rights of Way (PRoW), which contribute to the value attached to the landscape and people's views of the landscape; and
g. **Chapter 27 Climate Change and Carbon** – likely changes as a result of climate change which may affect the composition and character of the landscape.

13.1.7 This chapter is supported by the following figures and appendices:

a. **Figure 13.1 Landscape and Visual Study Area;**
b. **Figure 13.2 Landscape Designations;**
c. **Figure 13.3 National Character Area and Marine Plan Areas**
d. **Figure 13.4 County Landscape Character Areas;**
e. **Figure 13.5 District Landscape Character Areas;**
f. **Figure 13.6 Local Landscape Character Areas;**
g. **Figure 13.7 Viewpoints;**
h. **Appendix 13.1 LVIA Methodology;**
i. **Appendix 13.2 Landscape Baseline and Effects; and**
j. **Appendix 13.3 Visual Baseline and Effects.**

13.2 Legislation, and policy framework

13.2.1 This section identifies the legislation, policy and guidance that has informed the preliminary assessment of likely significant effects on landscape and visual amenity.

13.2.2 **Table 13.1** lists the legislation relevant to the assessment of likely significant effects on landscape and visual amenity.

Table 13.1: List of relevant legislation for landscape and visual amenity

Legislation	Relevance to assessment
European Landscape Convention (ELC) (Ref 1)	Paragraph 2.1 of Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3) (Ref 18, Ref 14) states that: *"The UK has signed and ratified the European Landscape Convention (ELC) since 2002, when the last edition of this guidance was published. The recognition that government has thus given to landscape matters raises the profile of this important area and emphasises the role that landscape can play as an integrating framework for many areas of policy. The ELC is designed to achieve improved approaches to the planning, management and protection of landscapes throughout Europe and to put people at the heart of this process."* The ELC defines landscape as: *"...an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors."*
National Parks and Access to the Countryside Act 1949 (Ref 3)	The National Parks and Access to the Countryside Act makes certain provisions with respect byelaws associated with Areas of Outstanding Natural Beauty (AONB) (now known as National Landscapes). The Proposed Scheme crosses part of the Suffolk & Essex Coast & Heaths National Landscape (hereafter the 'National Landscape'). Additionally, the Act addresses access to open country and also references *"proposals relating to the English coastal route".* This includes the King Charles III England Coast Path, which will follow the coastline to the east of the proposed Landfall site. The landscape baseline is described in **Section 13.7**, with the assessment of likely landscape effects, including potential impacts on designated landscapes, covered in **Section 13.8.**
Countryside and Rights of Way (CRoW) Act 2000 (Ref 4)	The Countryside Rights of Way (CRoW) Act sets out the legal basis for the definition of AONBs and Public Rights of Way (PRoW). Potential impacts on the National Landscape have been assessed in **Section 13.8** of this chapter, with a detailed assessment of the potential impacts on its Special Qualities provided in **Appendix 13.2 Landscape baseline and effects**. Users of PRoW may be visual receptors of the Proposed Scheme and have been considered in the assessment of visual impacts.
Levelling-up and Regeneration Act 2023 (Ref 5)	This Act strengthens the legal duty of 'relevant authorities' to seek to further the statutory purposes of nationally designated landscapes. The Applicant has considered the opportunities to conserve and enhance the National Landscape from the outset.
Town and Country Planning (Tree	These regulations provide powers to local planning authorities to make and administer Tree Preservation Orders (TPO). TPOs are

Legislation	Relevance to assessment
Preservation) (England) Regulations 2012 (Ref 6)	considered as part of assessing the value of the landscape in this PEIR.
Hedgerows Regulations 1997 (Ref 7)	These regulations provide protection for Important Hedgerows, which are hedgerows that meet certain criteria in respect of their length, location, species diversity and importance. The hedgerow network is considered when defining the value of the landscape features in this PEIR.

National policy

13.2.3 The primary basis for deciding whether to grant a Development Consent Order (DCO) for the Proposed Scheme is the Overarching National Policy Statement (NPS) for Energy (EN-1), and the NPS for Electricity Networks Infrastructure (EN-5). The National Planning Policy Framework is also important and relevant in the decision-making process.

13.2.4 **Table 13.2** lists the paragraphs from the relevant NPSs and other national policy that are relevant to the LVIA. It also sets out where these policy requirements are addressed within this chapter.

Table 13.2: List of relevant national policy for landscape and visual amenity

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
Overarching NPS for Energy (NPS EN-1) (Ref 8)		
Section 4.6	Sets out polices with respect to environment and Biodiversity Net Gain. It requires applicants to submit a statement with applications for development consent, demonstrating how opportunities for delivering wider environmental net gains have been considered, and where appropriate, incorporated into proposals as part of good design of the Proposed Scheme.	The LVIA has informed the iterative design through the design development process described in **Chapter 3 Alternatives and Design Evolution** from the outset. The embedded mitigation commitments identified as part of design development has been captured in the Proposed Scheme's **Design Principles**.
Section 4.7	Notes the need for careful siting and criteria for good design which takes account of potential impacts on landscape and visual amenity in order to minimise negative effects and recognising opportunities for enhancement.	A preliminary assessment of landscape and visual effects is included in **Section 13.8** of this chapter and has been undertaken in accordance with the methodology described in **Section 13.5** of this chapter.

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
Section 5.10	Recognises that virtually all nationally significant energy infrastructure projects will have adverse effects on the landscape. It sets out the requirements for applicants to carry out a Landscape and Visual Impact Assessment, including cumulative effects in accordance with relevant guidance. Content should include effects on landscape character, landscape components and visibility during construction and operation. Paragraph 5.10.11 of NPS EN-1 states that "*development within a Heritage Coast (that is not also a National Park, The Broads or an AONB) is unlikely to be appropriate, unless it is compatible with the natural beauty and special character of the area*."	A preliminary assessment of landscape and visual effects is included in **Section 13.8** of this chapter and has been undertaken in accordance with the methodology described in **Section 13.5** of this chapter. Reference to the Suffolk Heritage Coast is provided in **Section 13.6** and **Section 13.8** of this chapter.
NPS for Renewable Energy Infrastructure (NPS EN-3) (Ref 9)		
Paragraph 1.6.3	States that this NPS will apply to *"interconnectors, Multi-Purpose Interconnectors (MPIs) or 'bootstraps' to support the onshore network which are routed offshore."*	An assessment of seascape, landscape and visual effects of the Proposed Offshore Scheme and the Landfall component of the Proposed Onshore Scheme is included in **Section 13.8** of this chapter.
Paragraph 2.3.6	Assumes as a starting point that any significant adverse effects on the qualities of nationally designated areas are clearly outweighed by the urgent need for infrastructure such as the Proposed Scheme	An assessment of landscape and visual effects is included in **Section 13.8** of this chapter.
Paragraph 2.5.2	States that *"proposals for renewable energy infrastructure should demonstrate good design, particularly in respect of Landscape and Visual amenity".*	**Section 13.7** outlines the design approach.
Paragraph 2.8.204	Introduces the need to *"address impact on seascape in addition to the Landscape and Visual effects"*	**Section 13.8** of this chapter includes the seascape assessment.
NPS for Electricity Networks Infrastructure (NPS EN-5) (Ref 10)		

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
Paragraph 2.2.9	States that *"In particular, the Applicant should consider such characteristics as the local topography, the possibilities for screening of the infrastructure and/or other options to mitigate any impacts."*	**Section 13.6** of this chapter considers and describes physical characteristics of the landscape including topography, landscape features and elements and built form within the study area. **Section 13.7** outlines the design approach as part of the *"other options"* to mitigate any impacts. **Section 13.8** of this chapter provides an assessment of visual effects with reference to these baseline characteristics.
Section 2.5	States the importance of recognising opportunities to reconnect important habitats and connect people to the environment.	**Section 13.7** outlines the design approach to mitigate landscape and visual effects of the Proposed Scheme. The proposed mitigation measures are designed to deliver a range of benefits for the environment and local communities, drawing on local policies and strategies. The Applicant will provide a Design Approach Document with the application for development consent which will provide guidance regarding the design vision and **Design Principles** that will be adopted and embedded into the detailed proposals.
Section 2.9	Recognises that overhead lines and other above-ground installations can give rise to adverse landscape and visual impacts and introduces a requirement to demonstrate the rationale for above-ground infrastructure and considered alternatives. This includes the implementation of the Holford Rules (paragraph 2.9.16) which provide guidelines for the routing of new overhead lines, and the Horlock Rules (paragraph 2.9.18), which offer guidelines for the design and siting of substations. Paragraphs 2.9.20-2.9.25 address considerations for undergrounding and subsea cables.	The LVIA will continue to inform the design of the Proposed Scheme, applying the Holford Rules where relevant. The design of amendments to the proposed Kiln Lane Substation will follow the guidelines specified in the Horlock Rules. These aspects have been considered in **Section 13.8**. The methodology for the LVIA, which is set out in detail in **Appendix 13.1 LVIA Methodology**, applies the principles of GLVIA3. This approach is summarised in **Section 13.4.**
Section 2.10	Lists additional principal opportunities for mitigating adverse landscape and visual impacts of electricity networks. It also includes the requirement for a management	**Section 13.7** outlines the design approach to mitigate landscape and visual effects of the Proposed Scheme. The proposed mitigation measures are designed to deliver a range of benefits for the

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
	plan with realistic timescales and landscape commitments.	environment and local communities, drawing on local policies and strategies. The Applicant will provide a Design Approach Document with the application for development consent which will provide guidance regarding the design vision and **Design Principles** that will be adopted and embedded into the detail proposals. An Outline Landscape and Ecology Management Plan will be submitted with the application for development consent.
National Planning Policy Framework (NPPF) (Ref 11)		
Chapter 12: Achieving well designed places	Requires that planning decisions ensure developments *"...are sympathetic to local character...including the surrounding.... landscape setting"* (paragraph 135c)	The LVIA is informing the design of proposed permanent above ground infrastructure, including the masterplan and design of the proposed Converter Station. Further detail is provided in **Section 13.7.**
Chapter 14: Meeting the challenge of climate change, flooding and coastal change	Requires plans to help increase the use and supply of renewable and low carbon energy and heat to *"provide a positive strategy for energy from these sources... while ensuring that adverse impacts are addressed appropriately (including cumulative Landscape and Visual impacts)"* (Paragraph 165a)	**Section 13.8** Assessment of effects of this chapter provides an assessment of landscape and visual effects and **Section 13.7** outlines the design approach to address adverse landscape and visual effects.
Chapter 15: Conserving and enhancing the natural environment	Requires planning decisions to *"contribute to and enhance the natural and local environment, by: a) [inter alia] protecting and enhancing valued landscapes..."* and *"b) recognising the intrinsic character and beauty of the countryside and the wider benefits of natural capital...."* (paragraph 187a and b).	Landscape and visual considerations have informed the siting and design of the Proposed Scheme as described in **Chapter 3 Alternatives and Design Evolution.** A detailed assessment of the value attached to the landscape, and whether the landscape is considered valued landscape in the context of NPPF Paragraph 187(a) is provided in **Appendix 13.2 Landscape baseline and effects**, and is summarised in **Section 13.6**.

13.2.5 In April 2025, the Department for Energy Security and Net Zero (DESNZ) published the consultation on the revised energy NPS's, with draft updates made to NPS EN-1, NPS EN-3 and NPS EN-5. The Applicant recognises the clarifications that are proposed in the draft NPS's, including specific reference to Offshore Hybrid Asset's directed into the NSIP regime under Section 35 of the

Planning Act 2008 (draft NPS EN-1 Paragraph 4.2.18 and draft NPS EN-3 Paragraph 1.6.3).

13.2.6 The Applicant acknowledges that the draft policy is subject to change and therefore all potentially relevant references that apply to the Proposed Scheme are not recorded within this PEIR.

13.2.7 The Applicant will continue to monitor the progress of the designation of the draft NPS's and their applicability to the Proposed Scheme, as it progresses through Statutory Consultation and towards the submission of the application for development consent.

Local policy

13.2.8 The local policies listed in **Table 13.3** are considered relevant to the preliminary LVIA of the Proposed Scheme.

Table 13.3: List of relevant local policy for landscape and visual amenity

Local planning authority	Relevant local policy	Relevance to assessment
East Suffolk Council	Suffolk Coastal Local Plan (September 2020) (Ref 12)	The Suffolk Coastal Local Plan *"provides a vision for the communities"* that recognises the social, economic and environmental *"diversity of the area".* The Local Plan sets out strategic and non-strategic planning policies which inform the assessment of landscape and visual amenity. These include strategic policies to protect and enhance landscape character, environment and visual amenity. Strategic policies regarding good design also inform the assessment as part of the holistic design process along with area specific policies applicable to the Proposed Scheme and the study area.
East Suffolk Council	Waveney Local Plan (2019) (Ref 13)	The Waveney Local Plan provides *"the vision, strategic priorities, policies and proposals"* for Waveney District. The Local Plan sets out a series of overall spatial strategies for the area along with area specific spatial strategies for areas within the study area for the Proposed Scheme. The Waveney Local Plan also defines a series of district-wide strategic planning policies relevant to the assessment. These include policies relating to design and the natural environment.
East Suffolk Council	Saxmundham Neighbourhood Plan (2024) (Ref 14)	The Saxmundham Neighbourhood Plan 2022-2036 was formally 'made' on 26th

Local planning authority	Relevant local policy	Relevance to assessment
		July 2023. It is a community led document that responds to the use and development of land *"to ensure that development takes place in an appropriate way for the parish"*. The vision and objectives of the Saxmundham Neighbourhood Plan inform parish-wide policies including design principles and policies that respond to the protection and enhancement of natural assets, and the landscape setting of Saxmundham. It includes key views, which have been considered in identifying representative viewpoints summarised in **Section 13.6**. Consultation on the new Neighbourhood Plan for Saxmundham was approved on 30 April 2024 (Ref 45) This will consider an additional area and a new policy, *"to address the potential negative impacts of national energy infrastructure projects on Saxmundham"*. The draft policy specifically requires appropriate consideration of the impacts to landscape, townscape, and visual amenity at construction and operation. It requires timely restoration and *"where mitigatory or compensatory measures are identified … these should be provided in the first instance directly in the parish where those impacts are most felt"*.

13.3 Consultation and engagement

13.3.1 This section describes the outcome of, and response to, the **EIA Scoping Opinion** (Ref 15) in relation to the preliminary LVIA. It also provides details of the ongoing technical engagement that has been undertaken with key stakeholders and provides a brief overview of the non-statutory public consultation undertaken to date.

13.3.2 Feedback from engagement and consultation are used to define the assessment approach and to ensure that appropriate baseline information is used.

13.3.3 Feedback is also used to drive the design of the Proposed Scheme to avoid, prevent and reduce any likely environmental effects. **Chapter 3 Alternatives and Design Evolution** reports how the Proposed Scheme design has evolved in response to feedback and details of proposed embedded design (Primary) mitigation and standard good practice (Tertiary) mitigation measures relevant to the LVIA are provided in **Section 13.7** of this chapter.

Consultation

Non-Statutory Consultation

13.3.4 Feedback received from stakeholders following the close of our 2022 and 2023 Consultation is outlined within the **Interim Non-Statutory Consultation Feedback Summary Report 2023** (Ref 16) and **Supplementary Non-Statutory Consultation Summary Report 2024** (Ref 17).

13.3.5 **Table 13.4** below includes a summary of key non statutory consultation feedback received to date and how this has been addressed within the PEIR or would be within the ES.

Table 13.4: Key non statutory consultation feedback for landscape and visual amenity

Stakeholder	Comment	Applicant response
Suffolk County Council (SCC)	Numbering and maps should be arranged from north to south to improve clarity when reviewing documents.	The Proposed Scheme has taken the decision to describe and number features from south to north and the LVIA has followed this approach.
Suffolk County Council	Numbering for viewpoints and Local Landscape Character Areas (LLCAs) should be more clearly aligned geographically.	The numbering has been manually revised to follow a south to north sequence in line with the wider PEIR approach.
Suffolk County Council	Requested additional viewpoints: one for the proposed Converter Station and two for the main cable route plus three additional viewpoints for each proposed landfall route section.	The additional viewpoints proposed by Suffolk County Council were reviewed through fieldwork and these additional viewpoints added.
Suffolk County Council	Requested closer scale maps and viewing cones.	**Figure 13.7 Viewpoints** includes closer scale maps. Viewing cones will be included in the subsequent ES.
Suffolk County Council	LLCAs nested and anchored within existing National Character Areas (NCAs) and Landscape Character Areas (LCAs) are acceptable. A narrative should be provided to explain why the boundaries of LLCAs defined by the Applicant differ from existing LCAs.	The proposed LLCAs were developed with reference to national, county, and district LCAs. A narrative has been provided in **Section 13.6** to how the boundaries of LLCAs have been defined.
East Suffolk Council	Suggested reconsidering tight LLCA boundaries around settlements.	The LLCA boundaries around settlements have been reviewed and where appropriate they have been extended to better reflect settlement character. The assessment recognises the

Stakeholder	Comment	Applicant response
		relationships between settlements and their landscape setting.
East Suffolk Council	Requested definitions and descriptions for each LLCA.	The methodology is outlined in **Appendix 13.1 LVIA Methodology**. Definitions, and descriptions for each LLCA are provided in **Appendix 13.2 Landscape Baseline and Effects**.
East Suffolk Council	Questioned whether all proposed LLCAs are necessary and suggested that LLCAs around the proposed Landfall site and the proposed Converter Station Site may suffice, using published LCAs for the proposed Underground Cable Corridor.	LLCAs have been defined for the areas surrounding the around the proposed Landfall site and the proposed Converter Station Site. LCAs defined within published studies at the County and District level have been used for the proposed Underground Cable Corridor.
East Suffolk Council	Proposed viewpoints are generally acceptable; further comments will follow as the project progresses.	Fieldwork in early 2025 verified and refined the location of the proposed viewpoints, which are set out in **Figure 13.7 Viewpoints** in this PEIR.
Suffolk & Essex Coast & Heaths National Landscape	Stressed the importance of the 'natural beauty' for the National Landscape and on the importance of the setting of the National Landscape. Highlighted that the priority for the National Landscape is communicated through the Management Plan and Nature Recovery Strategy	The Applicant notes the statutory duty on relevant authorities regarding the setting of the National Landscape (the Protected Landscapes duty) in Section 245 (Protected Landscapes) of the Levelling Up and Regeneration Act 2023. As part of the ongoing design development and enhancement measures the Applicant will work with relevant authorities to support this requirement to seek to further the statutory purpose of the Suffolk & Essex Coast & Heaths National Landscape.
Suffolk County Council	Stated that the key interest of SCC is furthering the purpose of the National Landscape. Interest expressed in the strategy to achieve this.	The Applicant notes the Protected Landscapes duty in Section 245 (Protected Landscapes) of the Levelling Up and Regeneration Act 2023. As part of the ongoing design development and enhancement measures the Applicant will work with all relevant parties to support this requirement to seek to further the statutory purpose of the Suffolk & Essex Coast & Heaths National Landscape and its setting.

Stakeholder	Comment	Applicant response
Suffolk & Essex Coast & Heaths National Landscape	Questioned how furthering the purpose of the National Landscape would be achieved. Highlighted how conservation, enhancement and natural beauty should be considered separately from Biodiversity Net Gain (BNG) obligations. All elements of natural beauty should be considered. Reference made to the National Landscape Nature Recovery Plan	In line with the Planning Inspectorate's advice on good design, the Applicant considers this to include a holistic approach to delivering enhancements to the characteristics of the National Landscape. The Applicant considers that whilst BNG obligations contribute to the enhancement to some of the special qualities, and to the objectives of the National Landscape Nature Recovery Plan, these should not be considered in isolation. The Applicant is applying a multi-disciplinary, environment-led approach to the design which will seek to engage with relevant authorities in this process.

EIA Scoping Opinion

13.3.6 An **EIA Scoping Opinion** was adopted by the Planning Inspectorate on behalf of the Secretary of State on 16 April 2024. The comments stated in the **EIA Scoping Opinion** and the responses in relation to landscape and visual matters are summarised in **Table 13.5**.

Table 13.5: Preliminary response to Planning Inspectorate Scoping Opinion comments on landscape and visual matters.

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
3.8.1	**Seascape character during construction:** The EIA Scoping Report states that the ES will assess potential visual impacts to coastal receptors from offshore construction activities. However, an assessment of the potential impacts of the Proposed Scheme on seascape character is proposed to be scoped out based on the construction activity being viewed in the context of large ships. The Inspectorate notes that section 13 of the EIA Scoping Report does not present a description of baseline	The baseline seascape character is described in **Appendix 13.2 Landscape Baseline and Effects**, including with reference to relevant designations such as the Suffolk Heritage Coast. **Section 13.8** and **Section 13.10** of the PEIR summarise the preliminary assessment of the likely significant effects of offshore construction activities, including the presence and movement of vessels in the North Sea.

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
	seascape character so it is unclear what the receiving environment is and whether there could be impact pathways to significant effects. The Inspectorate does not deem that the EIA Scoping Report has provided sufficient justification to scope this matter out, and the ES should provide an assessment, including consideration of the presence and movements of construction vessels, where significant effects are likely to occur. The ES should describe the seascape character, including any relevant designations.	
3.8.2	Study area. The EIA Scoping Report states that a 3km study area would be used for the assessment. Paragraph 13.3.3 of the EIA Scoping Report states that Landscape and Visual effects beyond this distance are not likely to be significant based on the characteristics of the receiving landscape, including landform, buildings and vegetation. The final study area would be reviewed following refinement of the Proposed Scheme's order limits. The ES should justify the study area used based on the worst-case scenario(s). In determining the final study area, the Applicant should consider the results of the proposed Zones of Theoretical Visibility (ZTV) and make effort to agree it with relevant consultation bodies.	ZTVs and fieldwork were used to refine the study area as detailed in **Section 13.6**. The study area was also adjusted following the confirmation of Walberswick as the preferred proposed Landfall site, removing the Southwold option and its associated receptors.
3.8.3	**Representative viewpoints:** Effort should be made to agree the number and location of viewpoints with relevant consultation bodies, including the host local authorities. The ES should include confirmation of the consultation undertaken, together with evidence of agreement about the final viewpoints selected. Where any disagreement remains, an explanation as to how the final selection was made should be provided.	The summary of the consultation process undertaken to date is included in **Table 13.4** Key non statutory consultation feedback for landscape and visual amenity**.** A plan showing viewpoint locations is included in **Figure 13.7 Viewpoints**. Viewpoints and night-time visualisations have not been agreed with the Host Authorities. The Applicant will seek to agree the location of viewpoints and the need for nighttime visualisations and this will be set out in the ES.

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
	The ES should include a plan to illustrate the location of viewpoints in relation to the Proposed Scheme. Consideration should be given to the production of night-time visualisations to support the assessment of effects from lighting requirements.	
3.8.4	**Assessment scenarios:** The EIA Scoping Report states that photomontages would be prepared for selected viewpoints at year 1 operation (winter) and year 15 operation (summer). The Applicant should provide photomontages during winter as well as in summer for the current baseline and future year scenarios to allow an assessment of the maximum visibility scenario and illustrate the seasonal variation in screening provided by vegetation planting in line with the Guidelines for Landscape and Visual Impact Assessment (Landscape Institute and Institute of Environmental Assessment, 3rd Edition, 2013).	Photomontages for showing the Proposed Scheme in year 1 of operation (winter) and year 15 of operation (summer) will be included for selected viewpoints in the subsequent ES. This will allow for an assessment of the maximum visibility scenario and illustrate the seasonal variation in screening provided by vegetation planting. The Applicant will seek to agree these viewpoints with relevant authorities prior to submission of the application for development consent.
3.8.5	**Offshore visual impacts:** The Inspectorate considers that the ES should provide an assessment of the potential impacts of construction activities, including the presence and movements of associated vessels, on offshore visual receptors, such as recreational vessels, where significant effects are likely to occur. Consideration should also be given to the potential cumulative visual effects of offshore construction activities on receptors. Cross references to the Shipping and Navigation ES Chapter should be included.	**Section 13.8** and **Section 13.10** summarise the likely effects of offshore construction activities, including vessel presence and movement on people's views and visual amenity.

Engagement

13.3.7 This section provides details of the ongoing technical engagement that has been undertaken with stakeholders in relation to landscape and visual amenity and is outlined below.

Key stakeholders

13.3.8 Key stakeholders with views and concerns regarding landscape and visual amenity have been identified as including:

a. Suffolk County Council;
b. East Suffolk Council; and
c. Suffolk & Essex Coast & Heaths National Landscape.

13.3.9 Relevant feedback from these stakeholders has informed the Landscape and Visual Amenity comments provided in the **EIA Scoping Opinion** by the Planning Inspectorate. These comments are shown in **Table 13.5**. Engagement on the PEIR will inform the LVIA, which will be presented in the subsequent ES.

13.4 Assessment methodology

13.4.1 This section summarises the methodology followed to assess the potential likely significant effects of the Proposed Scheme in relation to landscape and visual amenity, including:

a. scope of the assessment;
b. study area;
c. methodology; and
d. assessment of cumulative effects.

13.4.2 The project-wide approach to the assessment methodology is set out in **Chapter 5 EIA Approach and Methodology**. This has informed the approach used in this LVIA, which is set out in detail in **Appendix 13.1 LVIA Methodology**. This includes the criteria against which conclusions have been drawn, informed by professional judgement in line with Paragraphs 2.23 to 2.26 of GLVIA3. The approach for assessing the likely significant landscape and visual effects of the Proposed Scheme has been informed by the principles set out in GLVIA3 (Ref 18). It has been reviewed and further refined in response to Technical Guidance Note 01/24 Notes and Clarifications on Aspects of GLVIA3, which was published in August 2024 (Ref 20).

13.4.3 The LVIA has involved the following stages:

a. Review published landscape character assessments, studies, relevant supporting evidence base documents, aerial photography and mapping, and undertake fieldwork to define the baseline and to define the extent of the study area within which there is potential for landscape and visual effects;
b. Define the landscape and visual receptors and describe the landscape and visual baseline;
c. Embed mitigation measures into the Proposed Scheme to avoid or minimise adverse landscape and visual effects and maximise opportunities for landscape integration and enhancement;
d. Determine the sensitivity of landscape and visual receptors, by considering the value attached to the landscape or views and susceptibility to change of the receptor;

e. Assess the magnitude of impact of the Proposed Scheme in relation to size or scale, geographical extent, duration and reversibility; and
f. Assess the significance of resulting effect by considering the relationship between the sensitivity of the receptor and the magnitude of impact and determine which effects are significant.

Scope of the assessment

13.4.4 Potential likely significant effects requiring assessment may be temporary or permanent and may occur during construction, operation and maintenance, and decommissioning. Potential likely significant effects on landscape and visual receptors within the scope of the assessment are summarised in **Table 13.6.** The scope of the assessment has responded to feedback received so far, as detailed in **Section 13.3.**

13.4.5 Landscape and visual effects related to the decommissioning of the Proposed Scheme are considered to be no greater than those identified during the construction phase. This is because the activities relating to decommissioning would be similar to construction but carried out in the context of enhanced landscape mitigation, and therefore they have been assessed as construction effects as a reasonable 'worst-case' scenario within **Section 13.7** and **Section 13.10**.

13.4.6 In-combination effects are those that result from the interaction of individual effects combined together on a single receptor or resource at a single point in time. Where the in-combination effects for landscape and visual are inherently assessed, these are reported within **Section 13.8** and **Section 13.10** of this chapter. However, where a receptor is common across multiple topics and there is the potential for significant in-combination effects to occur, these aggregated effects will be reported in the ES, in line with the methodology set out within **Chapter 28 Cumulative Effects**.

13.4.7 To avoid double counting of effects, the assessment of landscape and visual construction effects identifies and assesses only temporary effects which arise because of activities and elements that are unique to the construction phase.

13.4.8 Preliminary landscape and visual receptors within the study area have been reviewed to consider where there is potential for likely significant effects. This list of receptors is summarised in **Table 13.6** and visual receptor groups have been refined following initial fieldwork carried out in summer 2023 and winter 2025 and reflects design changes since the **EIA Scoping Report** (Ref 21) was submitted in March 2024.

Table 13.6: Summary of the scope for LVIA

Component/receptor	Construction	Operation	Decommissioning
National LCAs, County LCAs, District LCAs, Seascape Character Areas (SCA) and LLCA	Scoped in	Scoped in	Scoped in

Component/receptor	Construction	Operation	Decommissioning
Suffolk & Essex Coast & Heaths National Landscape	Scoped in	Scoped in	Scoped in
Residents of local communities	Scoped in	Scoped in	Scoped in
Residents of more remote dwellings and farmsteads	Scoped in	Scoped in	Scoped in
Recreational users of the PRoW network	Scoped in	Scoped in	Scoped in
Recreational users of promoted long distance routes	Scoped in	Scoped in	Scoped in
Recreational users of public open space	Scoped in	Scoped in	Scoped in
Road users and railway passengers	Scoped in	Scoped in	Scoped in
Users of rural and quiet lanes Visitors to Southwold Pier, boating lakes and associated tourist facilities.	Scoped in	Scoped in	Scoped in

Study area

13.4.9 This section describes the spatial scope (the area which may be impacted) for the assessment as it applies to landscape and visual amenity.

13.4.10 The study area for the LVIA includes all land within the Draft Order Limits and the area within which the construction, operation and maintenance, and decommissioning of the Proposed Scheme may give rise to significant landscape and visual effects, as illustrated on **Figure 13.1 Landscape and Visual Study Area**.

13.4.11 The **EIA Scoping Report** (Ref 21) identified a study area based upon a 3km buffer (see **EIA Scoping Report** at Paragraph 13.3.2) measured from the edge of the Proposed Onshore Scheme Scoping Boundary. Significant effects beyond this buffer were not considered likely due to the distance, intervening topography, vegetation and built form, as set out in the **EIA Scoping Report**. The study area for this PEIR has been determined through analysis of ZTVs and initial winter fieldwork carried out in early 2025. The ZTVs prepared to inform the LVIA are defined in more detail in **Section 13.6** of this chapter. The extent of the study area is shown in **Figure 13.1 Landscape and Visual Study Area**.

13.4.12 The study area of the LVIA has continued to be refined since scoping through the detailed desk study and analysis of fieldwork surveys that were carried out between February and April 2025. The following factors were considered in the refinement of the study area:

a. The extent of the Draft Order Limits and construction activity, including the potential location of construction compounds, temporary land take and offshore construction activities;
b. The wider landscape setting within which the construction, operation and decommissioning effects may be experienced;

c. The proximity of landscape receptors which contribute strongly to the value attached to the landscape and people's views of the landscape, e.g. National Landscapes or conservation areas and their setting, which could be affected by the Proposed Scheme;
d. The likely extent and nature of views and the visual receptor groups which would be likely to be affected by the Proposed Scheme;
e. Cultural heritage and habitat designations where these contribute to the value attached to the landscape;
f. LCAs identified in published landscape character assessments;
g. The extents of ZTVs based on the preliminary design of the Proposed Scheme for the construction and operational phases;
h. Fieldwork observations including the influence of distance, existing landform, vegetation and settlement;
k. Elements of construction likely to be most visible, comprising construction compounds and plant, such as cranes, haul routes, excavation and materials storage;
l. The extent of the study area takes account of where trenchless construction is proposed; and
i. The scale, massing and visual appearance of the proposed Converter Station and Kiln Lane Substation.

13.4.13 The Southwold Landfall Site that was included in the design at the EIA Scoping stage has been removed from the Proposed Scheme during option development. As a consequence, the part of the LVIA study area that applied to the Southwold Landfall option has also been removed, along with the associated landscape and visual receptors. Those common to the proposed Landfall, and the now discounted Southwold option have been retained. Due to the elevated land between the A12 and Walberswick, there is limited intervisibility to the north, including across the River Blyth estuary. Fieldwork has also determined that there would be limited or no perception of the Proposed Scheme to the west of the A12 and in the east between Coldfair Green and Dunwich. The study area in these areas has therefore been refined, largely coinciding with the principal areas identified in the ZTV with screening for construction. The study area extends east of the proposed Landfall Site into the North Sea, to cover construction activities related to the offshore components of the Proposed Scheme that could impact on seascape character and people's views and visual amenity.

13.4.14 The study area shown in **Figure 13.1 Landscape and Visual Study Area** may be further refined as the design of the Proposed Scheme progresses. Any changes to the study area would be made in consultation with local planning authorities and other relevant stakeholders.

Assessment scenarios

13.4.15 **Chapter 5 EIA Approach and Methodology** provides an overview of the Applicant's approach to the temporal scope (the time scales over which impacts may occur) of the EIA. This section describes the temporal scope for the assessment as it applies to the landscape and visual amenity.

13.4.16 Both of the Kiln Lane Substation Scenarios as described in **Chapter 5 EIA Approach and Methodology** have been assessed in this chapter.

13.4.17 Both options (Northern Route Option and Southern Route Option) with regards to the proposed Underground High Voltage Alternating Current (HVAC) Cable Corridor as described in **Chapter 5 EIA Approach and Methodology** have been assessed. For the HVAC Cable Southern Route Option, the HVAC Cable Route LionLink Infrastructure and ducting for Sea Link Scenario has been assessed as the worst case.

13.4.18 The location of the proposed Underground HVAC Cable Corridor is shown in **Figure 2.2 Proposed Onshore Scheme**. To consider the optionality for the proposed Underground HVAC Cable Corridor and to assess the worst-case scenario, this chapter has assumed that trenching or ground disturbance may occur anywhere within the Draft Order Limits.

13.4.19 Both options with regards to the proposed Underground High Voltage Direct Current (HVDC) Cable Corridor as described in **Chapter 5 EIA Approach and Methodology** have been assessed.

13.4.20 The proposed Underground HVDC Cable Corridor generally follows a single route, except for a small section where it splits into two alternative options as described in **Chapter 2 Description of the Proposed Scheme**.

Baseline methodology

Data collection

13.4.21 Baseline data collection has been undertaken to obtain information over the study area. This section provides the approach to collecting baseline data.

Desk study

13.4.22 Reference has been made to the prevailing policy framework, Ordnance Survey mapping, three-dimensional topographical and hydrogeological data, and site photographs and aerial photography. Various sources of geographic information system (GIS) data have been combined and analysed. This included landscape designations (see **Figure 13.2 Landscape Designations**) and other relevant environmental designations, such as nature conservation sites and heritage assets (a figure will be prepared as part of the ES). Historical mapping (see **Chapter 11 Historic Environment**) assisted in describing the evolution of the landscape. This has been used to develop an understanding of the landscape across the study area.

13.4.23 Establishing the landscape baseline has involved the identification of existing physical features of the landscape and its character with reference to the information presented in **Appendix 13.2 Landscape Baseline and Effects**. Published landscape character assessments have been reviewed to identify existing Landscape Character Types (LCT) and LCAs at the national, regional,

county and district scales. This information has also been used to inform the identification of LLCAs, including their boundaries, elements, qualities and key characteristics, and the value attached to the landscape at different scales.

13.4.24 ZTVs have been used to assist in the identification of visual receptors and representative viewpoints, listed in **Appendix 13.3 Visual Baseline and Effects**, upon which the preliminary assessment of visual effects is based. These ZTVs will be presented as part of the ES and are based on the maximum parameters for the construction works and proposed buildings and structures for the operational phase of the Proposed Scheme.

13.4.25 The following sources of data have been utilised to inform the baseline with respect to landscape and visual amenity (see **Table 13.7**). In addition to these data sources, the LVIA draws on environmental baseline data collated for other topics, specifically, baseline data presented in the PEIR chapters referred to in **Section 13.1**.

Table 13.7: Data sources used to inform the LVIA

Source of data	Baseline data
Environment Agency Catchment Data Explorer	Waterbody status objectives and classification data (obtained September 2023)
Ordnance Survey	Ordnance survey 1:25,000 mapping
Natural England, Ordnance Survey Data and Local Planning Authorities Definitive Maps	PRoW, including National Trails and long-distance recreational routes
OS Data, Sustrans	National Cycle Network and other cycle routes
Natural England	Ancient woodland
Suffolk County Council	Ancient woodland updated areas
Lidar	LiDAR Digital Surface Model – 1m resolution (Environment Agency, 2022) (Ref 22)
Historic England	Register of Parks and Gardens of Special Historic Interest in England
Google	Google Earth Map Data and Street View
The Countryside Charity (CPRE)	Tranquillity Map: England
	England's Light Pollution and Dark Skies Map (Ref 23)
Natural England	National Character Areas (NCAs) (Ref 24)
Suffolk County Council	Suffolk Landscape Character Assessment (Ref 25)
East Suffolk Council	Suffolk Coastal Landscape Character Assessment (July 2018) (Ref 26)
	Waveney District Landscape Character Assessment (April 2008) (Ref 27)

Source of data	Baseline data
Suffolk Heritage Explorer	Suffolk Historic Landscape Characterisation Map Version 3 (2012) (Ref 28)
Suffolk County Council	Seascape Character Assessment, Suffolk, South Norfolk and Essex (December 2018) (Ref 29)
Suffolk & Essex Coast & Heaths National Landscape	Suffolk Coast and Heaths Area of Outstanding Natural Beauty Management Plan 2023 – 2028 (Ref 30)
Suffolk & Essex Coast & Heaths National Landscape	Suffolk Coast and Heaths Area of Outstanding Natural Beauty, Natural Beauty and Special Qualities Indicators (2016) (Ref 31)
Suffolk & Essex Coast & Heaths National Landscape	Touching the Tide, Landscape Character Assessment (2012) (Ref 32)
Landscape East and Natural England	East of England Landscape Framework, 2010 (Ref 47)

Fieldwork

13.4.26 Several periods of fieldwork have been carried out to date, which have informed the design of the Proposed Scheme, and the assessment presented in this PEIR.

13.4.27 Fieldwork was carried out to inform the site selection for the proposed Converter Station in March 2023. This was followed by fieldwork in late May 2023 to inform the geographical extent of the study area for the LVIA and the identification of landscape and visual receptors set out in the **EIA Scoping Report** (Ref 21). The next round of fieldwork was carried out in February, March and April 2025, to verify and microsite the location of proposed representative viewpoints. This fieldwork has been used to identify, record and map features and characteristics of the landscape. This included perceptual qualities including tranquillity and night-time lighting. Photographs were captured, and this information was used to help refine the study area for the LVIA and the locations of representative viewpoints.

13.4.28 Summer fieldwork is planned between August and September 2025 and winter fieldwork in late 2025 and early 2026. Fixed viewpoint, panoramic photographs to illustrate the LVIA will assist in describing the seasonal screening functions of existing deciduous vegetation. The results of this fieldwork will inform the LVIA set out within the subsequent ES.

Cumulative assessment

13.4.29 **Chapter 28 Cumulative Effects** of this PEIR defines the methodology for the assessment of cumulative effects. The landscape and visual assessment of intra- and inter-project cumulative effects will be carried out and reported within the ES to be submitted with the application for development consent.

13.4.30 The Zone of Influence for the inter-project cumulative effects assessment of landscape and visual comprises the study area for the LVIA.

Guidance

13.4.31 The methodology for the LVIA has been developed with reference to the following relevant guidance:

a. Landscape Institute and Institute of Sustainability and Environmental Professionals (2013) 'Guidelines for Landscape and Visual Impact Assessment', Third edition (GLVIA3), and subsequent statements of clarification (Landscape Institute and Institute of Sustainability and Environmental Professionals, 2013) (Ref 18);
b. Landscape Institute (2024) Technical Guidance Note LITGN-2024-01 Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA3) (Landscape Institute, 2024) (Ref 20);
c. Landscape Institute (2021) Technical Guidance Note 02/21: Assessing landscape value outside national designations (Landscape Institute, 2021) (Ref 36);
d. Landscape Institute (2020) Technical Guidance Note 04/20: Infrastructure (Landscape Institute, 2020) (Ref 37);
e. Landscape Institute (2019) Technical Guidance Note 06/19: Visual Representation of Development Proposals (Landscape Institute, 2019) (Landscape Institute, 2019) (Ref 19);
f. Landscape Institute (2017) Technical Information Note 05/17: Townscape Character Assessment (Landscape Institute, 2017) (Ref 38);
g. Natural England (2014) An Approach to Landscape Character Assessment (Natural England and Tudor, 2014) (Ref 39);
h. Natural England (2012) An approach to Seascape Character Assessment (Natural England, 2012) (Ref 40);
i. Planning Inspectorate (2024) Nationally Significant Infrastructure Projects: Advice on Good Design (Planning Inspectorate, 2024) (Ref 41).

13.5 Assessment assumptions and limitations

13.5.1 This section provides a description of the assumptions and limitations to the LVIA.

13.5.2 The assessment has been based on the information presented in **Chapter 2 Description of the Proposed Scheme**, and the design principles set out in **Design Principles** that have been published as part of Statutory Consultation.

13.5.3 The preliminary LVIA has been undertaken with reference to the baseline conditions recorded at the time of undertaking fieldwork surveys, the latest of which were completed in April 2025. These surveys were carried out from publicly accessible locations on and in the vicinity of the Draft Order Limits. In most cases they are considered to also be representative of the conditions that would exist at the point of commencing the construction phase, as the nature of the landscape is considered such that no material changes to its character or

views are predicted to occur during this time. Where changes are predicted, such as where construction of other development is currently ongoing, this is noted in the future baseline.

13.5.4 Paragraph 6.19 of GLVIA3 notes that where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ representative viewpoints can be identified, selected to represent the experience of different types of visual receptor. This limitation has been addressed by grouping receptors, where appropriate, and then identifying and reporting the greatest effect within the group with reference to representative viewpoints. In adopting this approach, this assessment considers the worst-case outcome for the receptors within the group and reports this as a single effect in the LVIA.

13.5.5 Views from within private properties have not been included and therefore professional judgement has been used to assess the likely effects on community and commercial visual receptors. This has been aided by aerial and Google Street View photography and fieldwork observations.

13.5.6 The methodology for the assessment of impacts and effects relating to the National Landscape is still being discussed with relevant authorities. A preliminary assessment of the likely effects on the statutory purpose and Special Qualities of this designated landscape is set out in **Appendix 13.2 Landscape Baseline and Effects** and summarised in **Section 13.8** of this chapter.

13.5.7 The Draft Order Limits presented in this PEIR were confirmed after the Applicant shared details of the proposed representative viewpoints and associated visual receptors with the relevant authorities. Fieldwork was subsequently carried out in February and March 2025 after the Draft Order Limits were confirmed to verify and microsite these viewpoints. Updated information was shared with the relevant authorities following this fieldwork to seek their agreement on the scope and landscape and visual receptors to be included in the assessment.

13.5.8 The construction phase assessment considers the worst-case scenarios, for example when taller plant and equipment such as cranes would be visible and in use. While it assumes that construction activity would be present across the whole of the Draft Order Limits during the construction phase, the visibility depends on a variety of compounds and plant equipment, and the effects are reflected through the different receptor groups. The visual assessment assumes that PRoW would be accessible during the construction phase, with an assessment of the likely change to people's views from these routes.

13.5.9 An Arboricultural Impact Assessment (AIA) is being prepared to support the application for development consent and would be appended to the ES and used to inform the LVIA. This was not available to inform the preliminary LVIA set out in this chapter.

13.5.10 It is assumed that vegetation loss could occur anywhere within the Draft Order Limits where cut and cover construction is used, up to the limits set out in **Chapter 2 Description of the Proposed Scheme**.

13.5.11 The base height of the proposed Converter Station is currently between approximately 19m Above Ordnance Datum (AOD) and 21m AOD. The worst-case scenario of approximately 21m AOD has been assumed for this LVIA.

13.5.12 The assessment of effects during construction and in year 1 of operation assumes that all temporary land used for construction would be returned to its previous use and condition. This includes all temporary horizontal directional drilling tunnel shafts. Where vegetation would be removed to facilitate construction, this would be reinstated but would be generally below 1m in height and would not have established to mitigate landscape and visual effects. The effectiveness of screening provided by existing vegetation and planting incorporated into the design of the Proposed Scheme would be limited during the winter of year 1 of operation, when deciduous vegetation is not in leaf.

13.5.13 The design of multi-functional mitigation is underway and will be developed further as the EIA for the Proposed Scheme progresses, including in response to the 2025 Statutory Consultation. The potential for landscape mitigation and enhancement measures is being considered of the iterative design of the Proposed Scheme (**Section 13.9**). However, the design has not been finalised and has not therefore been taken account of in the assessment of residual effects in this PEIR. This would be presented within the subsequent ES, once these have been confirmed.

13.5.14 The identification and evaluation of likely residual effects at year 15 of operation assumes that all planting incorporated into the Proposed Scheme would have been appropriately managed over the period and would have successfully established and be in full leaf. Native trees and shrubs would have grown to a height of between 3.5m and 6m depending on species and specification. These measures would be secured through the application for development consent.

13.6 Baseline conditions

13.6.1 To provide an assessment of the likely significant landscape and visual effects of the Proposed Scheme, it is necessary to identify and understand the baseline conditions in the study area. This provides a reference point against which potential changes in landscape and visual amenity can be assessed.

13.6.2 This section first provides an overview of the different aspects which inform the landscape character and visual context within the study area. This includes baseline information on relevant landscape designations at the national and local level. It then provides a summary of the landscape character baseline, with reference to published studies and LLCAs defined by the Applicant, and the visual receptor groups and representative viewpoints which have informed the assessment of visual effects. This section considers the baseline conditions for the Draft Order Limits as a whole, rather than for each individual component of the Proposed Scheme falling within the Draft Order Limits. **Figure 2.2 Proposed**

Onshore Scheme shows the location of each component of the Proposed Scheme to assist with orientation.

Current baseline

Topography and hydrology

13.6.3 The topography and hydrology within the study area is described below (A figure will be prepared as part of the ES). The study area is predominantly low-lying with gentle variation in levels generally between 0m – 20m AOD. The variation in levels is generally attributed to the series of narrow river valleys that run from east to west from the hinterland to the coast. These create small-scale gently rolling areas which although small in variation, create some highly localised intimate areas in an otherwise generally flat, open landscape. The topology is influenced by the underlying geology from the drift cover of sands and glacial tills along the coast which extend inward. These also create a dynamic landscape as erosion and the deposition of shingle leads to variations in landform and topography. The terrain starts to rise gently to the west of the study area as the land slowly transitions from the coastal landscape to the low flat plateau of the hinterlands albeit only rising to approximately 30m AOD within the study area.

13.6.4 There are gentle variations in the topology of the proposed Landfall Site and surrounding study area. The proposed Landfall Site transitions across the area of 'The Flats' to the south of Walberswick at the coastline before rising up across the marshland area of Corporation Marshes and to the northern end of Westwood Marshes. The topography within this section rises from approximately 0m to 10m AOD moving inland from the cost inland. Along the coastline the shingle beaches are dynamic with movement of shingle where vegetation has been unable to take hold. Hydrology plays a prominent role in this area with the Dunwich River and its secondary tributaries and waterbodies set back from The Flats but ultimately filtering into the River Blyth estuary to the west of Walberswick.

13.6.5 The topography where the Proposed Underground HVDC Cable Corridor between the proposed Converter Station and proposed Landfall is gently rolling as this section of the proposed Underground Cable HVDC Corridor moves firstly inland and then south towards Saxmundham. The terrain is generally flat as this section of the proposed Underground Cable Corridor moves west from the proposed Landfall toward the junction of the B1387 and B1125. The topography is gently rolling as this section of the proposed Underground Cable Corridor moves southward. Terrain changes from approximately 0m to 20m AOD as the study area passes through the series of shallow incised valleys at the broad transition of the coastal and clayland plateau character areas. Crossing these valleys are a number of small rivers including the headwaters of the River Dunwich, and the Mimsmere River and its catchment tributaries at Theberton and Middleton Moor.

13.6.6 The topography of the proposed Converter Station Site is generally sloping, rising from approximately 15m AOD to the east of the proposed Converter Station Site to approximately 30m AOD to the north west. The surrounding land is gently rolling and typical of the wider study area. The exception being the terrain to the west of the proposed Converter Station Site which falls away quickly down to the narrow river valley floor of the River Fromus. This river valley runs from north to south passing through the eastern part of Saxmundham.

13.6.7 The topography of the study area between the proposed Converter Station Site and the proposed Kiln Lane Substation is gently rolling. The terrain changes from between approximately 10m and 30m AOD. The River Fromus remains the main hydrological feature within this section of the study area. Other hydrological features are limited to field drains and some smaller water bodies. The fishery at Marsh Farm, and a larger waterbody at Sternfield are notable exceptions.

13.6.8 The topography of the proposed Kiln Lane Substation Site is generally flat with a slight incline from approximately 15m to 20m AOD. The surrounding landscape is gently rolling and typical of the wider study area. Hydrological features within this part of the study area are limited to field drains and occasional waterbodies near to the neighbouring farms. The larger waterbody at the disused pit near to Friston Hall is a notable exception.

Geology and soils

13.6.9 The bedrock geology across the study area defines the topography, land-use and vegetation patterns within the study area. An underlying bedrock of Late Cretaceous Chalk and Eocene London Clay covered by Pliocene-Pleistocene Crag formations, overlain by a drift cover of sands and glacial tills of variable thickness along the coastline. The sands and gravels are present in narrow discontinuous tracts along the coast which gives rise to the dynamic landscape and variations in land cover that are characteristic within the study area. This underlying bedrock geology becomes a continuous chalky glacial till (also known as boulder clay) plateau at the hinterland. The transition between the two consists of a series of incised low-level river valleys that run from west to east into the estuaries along the coast. These twisting alluvial river valleys contribute to the topography of the area.

13.6.10 Soils within the study area are strongly defined by the underlying bedrock. Soils are generally light, sandy, and easily worked towards the close before becoming more loamy and clayey toward the hinterlands. Further information on soils is provided in **Chapter 6 Agricultural Land and Soils**, and this information will inform the landscape design as the Proposed Scheme progresses.

Landcover and vegetation patterns

13.6.11 Landcover and vegetation across the study area is strongly influenced by the underlying geology, topography, soils and land use (a figure will be prepared as part of the ES). Features of value for natural and cultural heritage that contribute

to landscape character and visual amenity are described in **Appendix 13.2 Landscape Baseline and Effects**.

13.6.12 Landcover across the study area varies between the coastline, where there are a variety of coastal landscape typologies, which includes the locally distinctive Sandlings, and inland, where there are areas of grassland, woodland and pockets of heathland amongst largely arable fields.

13.6.13 Approximately 350m to the southeast of the proposed Landfall Site are areas of coastal vegetated shingle and dune that support low level vegetation from pioneer plant communities where the shingle is mobile and influenced by the tides to 'shingle heath' plant communities where the shingle is sufficiently stable and forms a transition to inland coastal habitats. The historic movement of shingle within this low-lying environment has contributed to large areas of coastal and flood plain grazing marsh, Inter-tidal mudflat and salt marsh, saline lagoons and reedbed and fen.

13.6.14 The Inter-tidal mudflat and salt marsh are found at the edge of estuaries such as the River Blyth and represent a transition between mudflats and inland terrestrial habitats. The saline lagoons tend to form where shingle blocks the mouths of small rivers and causes small ponds and waterbodies to develop, which in turn become brackish through the introduction of sea water seeping in. Elsewhere in the study area, some of these saline lagoons are a human made response to historic mineral extraction such as at Minsmere. Movement of water from higher ground or trapped within the marshland areas also leads to areas of reedbed and fen where ungrazed reedbed vegetation has established in permanently flooded areas and along the edges of waterbodies.

13.6.15 Landcover within the Draft Order Limits where the proposed Underground HVDC Cable Corridor, the proposed Converter Station Site, the proposed Underground HVAC Cable Corridor between the proposed Converter Station and the Kiln Lane Substation are located is predominantly agricultural with corresponding landcover and vegetation patterns. Fields are often small to medium scale with some examples of ancient irregular field patterns still evident. Further to the west of the study area some larger more modern amalgamated fields are present. Field boundaries generally consist of hedgerows and hedgerows with trees, but there are also woodland strips and blocks including shelter belt planting from the coastal environment. Field drains are also present alongside many of the fields.

13.6.16 Large areas of woodland including managed coniferous woodland, such as Dunwich Forest, and broadleaved woodland, such as Theberton Wood, are prevalent elsewhere within the study area. Riparian vegetation alongside the main waterbodies are also important features. The managed clearance of coniferous woodland also creates open temporary grassland areas where vegetative cover is low.

13.6.17 Although less common, parkland landscapes containing ancient woodland are found in the western part of the study area and coniferous plantations such as the extensive Dunwich Forest in the east.

13.6.18 There are some areas of lowland heathland, which is internationally important and characteristic of the area, and known locally as 'the Sandlings'.

Land use and settlement

13.6.19 Land use and the distribution of settlement within and around the study area is described below (a figure will be prepared as part of the ES).

13.6.20 Land use is generally agricultural with a mixture of predominantly arable, but also some pastoral farming, most notably in pig production units within the area. Some cattle grazing closer to the coast still prevails. Cereal crop production becomes increasingly dominant with larger amalgamated fields to the west of the study area.

13.6.21 There are small pockets of recreational land use in the form of a number of golf courses that are generally located to the east of the study area.

13.6.22 Settlement within the study area is sparse consisting mainly of small villages and scattered farms and individual properties. The landscape and predominantly agricultural land use means that the area has remained lightly populated and undeveloped. Larger settlements such as Saxmundham, Leiston, Aldeburgh, Southwold and Reydon retain the feel of historic market towns with their enduring sense of place and appeal.

13.6.23 Major infrastructure is relatively limited within the study area with the notable exception of the nuclear power stations at Sizewell approximately 4.2km from the Draft Order Limits at their closest point. The nuclear reactor at Sizewell A power station is in the process of being decommissioned whilst Sizewell B remains operational with the incongruous dome being a remote feature along the coastal skyline. The DCO for the new nuclear facility at Sizewell (Sizewell C) was made on the 20 July 2022 and is currently at the post-decision stage. Overhead pylons and associated lines cross from west to east passing to the south of the Draft Order Limits for the Proposed Scheme.

13.6.24 The underdeveloped nature of the study area also means that there is a sense of tranquillity with much of the study area experiencing some of the darkest skies and lowest level of light pollution in the UK. The areas of marshland and coastal areas also retain a sense of wildness.

Movement and connectivity

13.6.25 The network of roads within the study area is relatively underdeveloped as described below (a figure will be prepared as part of the ES).

13.6.26 There are no motorways and the A12 is the major arterial road that crosses north to south through the study area. A series of secondary roads branch from the

A12 to connect to the settlements and the coastal towns. A low density network of minor roads tend to connect the scattered farms and individual properties and contribute to the rural tranquillity of the study area. There are also several "Quiet Lanes" designated under the Transport Act 2000 within the study area. The Countryside Charity (CPRE) state that "Quiet Lanes" are *"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"* and that they *"are essentially self-enforcing"* (Ref 44). Whilst these are not a landscape designation these can inform landscape value and are of importance in terms of recreational destinations and visual amenity for the area.

13.6.27 The East Suffolk Line provides rail passage through the study area and connects the study area to Ipswich to the south, and Lowestoft to the north. A branch line to Leiston provides freight services primarily to Sizewell and does not currently carry passengers.

Tourism and recreation

13.6.28 The landscape within the study area supports tourism and recreation. The National Landscape and the Suffolk Heritage Coast and seaside towns and villages including thSouthwold and Walberswick are key contributors to the rural tourism economy. The rural character, tranquillity and wildness of the areas provide respite and recreational opportunity. Heritage assets and visitor attractions such as Blythburgh Priory, the pier, and brightly coloured beach huts at Southwold, the Peter-Pan inspired boating lake at Thorpeness, and the arts and cultural hub at Snape Maltings provide recreational and tourism activities where the outdoor setting is important to the experience. The location of key tourism facilities is shown in **Figure 16.2 Community Facilities and Open Space, Visitor/Tourism Facilities, Other Local Businesses, Promoted Recreational Routes, and Development Land**.

13.6.29 The character and beauty of the Suffolk Heritage Coast provides recreational opportunities and inspiration to artists, writers, and visitors.

13.6.30 The study area is crossed by an extensive network of PRoW **(see Figure 17.5 Public Rights of Way)**. This network includes several nationally promoted routes, comprising:

a. The Suffolk Coast Path follows PRoW and permissive paths along the Suffolk Heritage coast to the east of the Draft Order Limits for the Proposed Onshore Scheme. The path crosses between the proposed Landfall Site and the proposed Offshore HVDC Cable Corridor.
b. The Sandlings Walk passes through the National Landscape from Ipswich to the south of the Draft Order Limits for the Proposed Onshore Scheme through to the pier at Southwold. The walk crosses the Underground HVDC cable between the proposed Converter Station and Landfall to the west of Walberswick and runs parallel to part of the cable corridor in this area.

13.6.31 The study area is also crossed by several cycling routes which form part of the National Cycle Network (NCN), Regional Cycle Network (RCN) and Local Cycle Network (LCN). These are predominantly located in the eastern and southern parts of the study area and comprise:

a. NCN 1 travelling north to south along the western boundary of the study area. This NCN links Dover to the Highlands of Scotland passing through Halesworth.
b. RCN 42 connects Snape to Bramfield and passes through the National Landscape. The RCN crosses the Underground HVDC cable between the proposed Converter Station and Landfall near Hinton and passes to the east of the Draft Order Limits for the Proposed Onshore Scheme.
c. The Wolf Way (LCN) passes through the National Landscape. This LCN crosses the Underground HVDC cable between the proposed Converter Station and Landfall to the east of Walberswick and passes to the east of the Draft Order Limits for the Proposed Onshore Scheme.

13.6.32 At the local level there are open spaces for recreation including village greens and commons including those at Walberswick, Friston, and Knodishall; and the Memorial field and Mayflower play area at Saxmundham.

Tranquillity

13.6.33 Landscape Institute Technical Information Note 01/17 (Ref 33) explains the difficulties in reaching a firm definition for tranquillity. In Paragraph 2.10 it states that it is *"in effect, an umbrella term used to refer to the effect of a range of environmental factors on our senses and our perception of a place"*. Paragraph 2.11 goes on to state that *"a distinction is made between absolute tranquillity and relative tranquillity. When we refer to tranquillity in the UK, it is therefore almost always relative tranquillity that we are referring to, but in differing degrees"*. It goes on to explain that the commonality is the achievable state of mind rather than the environmental setting.

13.6.34 CPRE also publishes a tranquillity map of England (Ref 23). A figure will be prepared as part of the ES. These composite maps take account of a range of positive factors, as set out in **Table 13.8** and negative factors, as set out in **Table 13.9**, which influence relative tranquillity. The weight given to these factors in calculating the relative tranquillity of different areas is provided.

Table 13.8: CPRE positive factors which influence relative tranquillity

Positive factors	Weight
Openness of the landscape	24%
Perceived naturalness of the landscape	30%
Rivers in the landscape	21%
Areas of low noise	20%
Visibility of the sea	6%

Positive factors	Weight
Positive scores as a percentage of overall scores	44%

Table 13.9: CPRE negative factors which influence relative tranquillity

Positive factors	Weight
Presence of other people	60%
Visibility of roads	12%
General signs of overt human impact	10%
Visibility of urban development	8%
Road, train and urban area noise	7%
Night-time light pollution	3%
Aircraft noise	1.5%
Military training noise	Less than 1%
Negative scores as a percentage of overall scores	56%

13.6.35 Relative tranquillity is one of the Special Qualities of the National Landscape and is referred to within the National Landscape Management Plan 2023-28. The majority of the study area falls within the middle of the national range (-141 to 149 with average of approximately -1.3) for England, based on data supplied by CPRE: The Countryside Charity (a figure will be prepared as part of the ES). The exception is around the main settlements and the major highways such as the A12. Relative tranquillity within the study area is progressively higher, as the negative factors diminish and positive factors, such as the openness and perceived naturalness of the landscape increase.

Night-time lighting

13.6.36 CPRE provides an online interactive map of England's light pollution and dark skies. A figure will be prepared as part of the ES. This shows very clearly that the relative undeveloped character of the study area experience some of the best night-time lighting (or darkest skies) available within England.

13.6.37 Most of the areas within the rural landscape and along the undeveloped parts of the coast experience the lowest categories of night-time lighting defined as between 0.5 to 1 nano watts/cm^2/sr band through to <0.25 nano watts/cm^2/sr band.

13.6.38 Night-time lighting is at its brightest in and around the major settlements such as Saxmundham, Leiston, Southwold and Halesworth where values up to 4 – 8 nano watts/cm^2/sr are typical. Sizewell records the most night-time light pollution with values up to 16 – 32 nano watts/cm^2/sr.

13.6.39 Policy SCLP10.4 in the Suffolk Coastal Plan Adopted 2023 states that "*Proposals for development should protect and enhance the tranquillity and dark skies across the plan area. Exterior lighting in development should be appropriate and sensitive to protecting the intrinsic darkness of rural and tranquil estuary, heathland and river valley landscape character.*"

Landscape designations

13.6.40 This section summarises the designated landscapes which coincide with the study area, which could be affected by the construction, operation, maintenance or decommissioning of the Proposed Scheme.

13.6.41 As shown in **Figure 13.2 Landscape Designations**, the majority of the study area is not covered by landscape designations, although part of the Draft Order Limits are covered by the Suffolk & Essex Coast & Heaths National Landscape, as discussed below. However, the setting of landscape designations is also important and the landscape and seascape within the study area also contributes to these. This is explained where relevant in further detail below. No local landscape designations have been identified within the study area.

13.6.42 Landscape designations are defined as areas requiring protection for landscape quality and value in law or policy. However, this assessment recognises that the character of these areas, and the extent to which their special qualities apply to different parts varies. This is informed by the patterns of elements that contribute positively to the designation, its character and its setting. This section cross-refers to the baseline landscape character at the national, county and local scales relevant to the study area to draw out these variations and has informed the design of the Proposed Scheme, as described in **Section 13.7** of this chapter. The assessment of landscape effects in **Section 13.8** of this chapter then addresses how impacts on the ground could lead to an effect on the designation or its setting.

National landscape designations

13.6.43 Nationally important landscapes in the UK are given statutory status and a high level of policy protection. Section 11A(2) of the National Parks and Access to the Countryside Act 1949 and section 85 of the Countryside and Rights of Way Act 2000 state that relevant authorities must seek to further the purposes for which these areas are designated, including with respect to proposals that are situated outside National Park or National Landscape boundaries, but which might have impacts on them. Further detail on how the Applicant is responding to this legal duty is provided below.

Suffolk & Essex Coast & Heaths National Landscape

13.6.44 The Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) was officially designated on 4 March 1970, covering an area of 403km^2. After a lengthy review, the boundary was extended by approximately 38km^2 in 2020. The

Government rebranded AONBs as National Landscapes in November 2023, with the Suffolk Coast and Heaths AONB becoming the Suffolk & Essex Coast & Heaths National Landscape. The southern part of the designation encompasses the land either side of the River Stour and the River Orwell, including the related estuaries. There is a gap in the designation between Ipswich and Felixstowe, before it reaches inland along the River Deben to Woodbridge and extends along the coast north to Aldeburgh, representing its broadest section. North of Aldeburgh through to Dunwich the boundary is relatively close to the coastline, before it broadens out again to the west along the estuary of the River Blyth. This section includes the settlements of Walberswick and Southwold. The designation extends north of Southwold to Kessingland and inland towards the town of Beccles.

13.6.45 The LVIA considers the potential impacts of the Proposed Scheme on the designation as a receptor in line with point 5(12) of LI TGN 01/24. This assessment takes a bottom-up approach by considering the results of the detailed assessment of landscape character informed by the LLCAs defined by the Applicant. Where harm has been identified at the local level, it is noted that this would affect the designation as a whole. An assessment has also been carried out of the potential harm to the Special Qualities of the National Landscape within **Appendix 13.2 Landscape Baseline and Effects**.

Statutory purpose of the National Landscape

13.6.46 The statutory purpose of National Landscapes is conserving and enhancing the natural beauty.

13.6.47 Section 1 of the Suffolk & Essex Coast & Heaths National Landscape Management Plan 2023-28 (Ref 30) states that in pursuing the purpose of the designation, account should be taken of "*the needs of agriculture, forestry and other rural industries, and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment.*"

13.6.48 The Management Plan sets out the strategic framework for protecting, conserving and enhancing the National Landscape. The primary purpose of the designation underpins the vision for the future set out in Section 2 of the Management Plan. It states that *"The Suffolk Coast and Heaths AONB is recognised as a special place by residents and visitors alike for its landscapes, wildlife and heritage. The impacts of climate change are being mitigated and adaptation is the norm. It is contributing to wildlife recovery and provides opportunities for all sections of society to recharge and improve their physical and mental health. The farming sector is thriving and is supported to deliver projects for the public good, the tourism sector is trading on the backdrop of an outstanding landscape. Nationally significant infrastructure projects seek to avoid harm to the area's natural beauty and contribute to delivering the AONB purpose."*

13.6.49 Nine themes are identified in Section 3 of the Management Plan, which cover aspects including the landscape, coast and estuaries, nature recovery and forestry and woodland. These are supported by Management Plan Policies in Section 4 of the Management Plan. This includes specific policies for Nationally Significant Infrastructure Projects (NSIP), requiring applications for development consent to have regard to the National Landscape purpose and to use compensation and mitigation funds to deliver the purpose. Appendix 3 recognises that several NSIPs are proposed in the area that will have an impact on the National Landscape. This includes the Proposed Scheme. It notes that promoters of schemes currently proposed have acknowledged these impacts and that the National Landscape Partnership can provide advice on how to reduce negative impacts on the National Landscape by engaging with them. Further information on the engagement carried out to date is provided in Section 13.3 of this chapter.

Special qualities of the National Landscape

13.6.50 The Special Qualities of the National Landscape relate to its statutory purpose. Natural Beauty and Special Qualities Indicators for the National Landscape were published in 2016 (Ref 31). It was developed by EDF Energy, as part of their preparatory work for the proposed Sizewell Nuclear C project in consultation and agreement with the Suffolk & Essex Coast & Heaths National Landscape Partnership, Suffolk Coastal District Council and Suffolk County Council, but covers the whole of the designated area. This document is referred to in the Suffolk & Essex Coast & Heaths National Landscape Management Plan 2023-28. Within this chapter, the natural beauty and special quality indicators are collectively referred to as the Special Qualities of the National Landscape.

13.6.51 The natural beauty indicators presented in the document follow Natural England's guidance for assessing landscapes for designation as a National Park or Area of Outstanding Natural Beauty in England (Ref 34) and address the following factors:

a. landscape quality;
b. scenic quality;
c. relative wildness;
d. relative tranquillity;
e. natural heritage features; and
f. cultural heritage.

13.6.52 Each factor has been further broken down in the example sub-factors and indicators, including those specific to the National Landscape.

13.6.53 Special quality indicators are presented in the table in section 3 of the document in the same format as the natural beauty indicators. The factors addressed are as follows:

a. health and wellbeing;

b. community;
c. economy; and
d. ecosystem goods and services.

13.6.54 These Special Qualities relate closely to the character of the landscape and are promoted by the Suffolk & Essex Coast & Heaths National Landscape Partnership to the public in pursuance of its duties. As noted above, the duty of relevant authorities (which includes the Applicant) to have regard to the purpose of the National Landscape extends to its setting, which includes parts of the Draft Order Limits as described below. Therefore, there is potential for the Proposed Scheme to affect the Special Qualities and statutory purpose of the National Landscape, and this is considered further in **Section 13.8** of this chapter. To support this, a detailed assessment of the Special Qualities which may be affected by the construction, operation and decommissioning of the Proposed Scheme is set out in **Appendix 13.2 Landscape Baseline and Effects**. This will be developed further in the ES, informed by fieldwork and surveys carried out in 2024 and 2025 and further engagement with stakeholders.

Setting of the Suffolk & Essex Coast & Heaths National Landscape

13.6.55 The geographical extent of the setting of the National Landscape is not defined on any plan or in law or policy. The National Landscape Partnership considers the setting of the National Landscape to be "*the area within which development and land management proposals, by virtue of their nature, design, scale, siting, materials and colour have the potential to result in substantial impacts, positive or negative, on the natural beauty and special qualities of the AONB*" (Ref 35). In its guidance for relevant authorities on seeking to further the purposes of Protected Landscapes, DEFRA advises that "*natural beauty, special qualities, and key characteristics can be highly dependent on the contribution provided by the setting of a Protected Landscape*." It refers to various aspects which can contribute to the setting, including tranquillity, dark skies, a sense of remoteness, wildness, cultural heritage, long views and functional connectivity. It notes that development in the setting "*has the potential to adversely affect the natural beauty, special qualities, and key characteristics of a Protected Landscape*." (Ref 42).

13.6.56 This LVIA has considered the potential impacts on the setting of the National Landscape with reference to the LCAs defined at the district level within the study area that contribute to it as shown in **Figure 13.5 District Landscape Character Areas**. These are:

a. LCA B3: Yox Valley;
b. LCA K2: Dunwich and Westleton Sandlands; and
c. LCA K3: Aldringham and Friston Sandlands.

13.6.57 The baseline description of these LCAs set out in **Appendix 13.2 Landscape Baseline and Effects**. It explains where and to what extent each LCA and LLCA

contributes to the National Landscape and its setting. This appendix also identifies where there are likely to be effects on the setting as a consequence of the construction, operation and decommissioning of the Proposed Scheme.

13.6.58 With respect to the study area and the Proposed Scheme, the setting of the National Landscape comprises land which is generally close to the boundary of the designated area where there is similar landscape character or functional links. For the purposes of this LVIA, the setting of the National Landscape has been determined to extend east offshore from the proposed Landfall to the location of the jack-up barge in the North Sea. It extends west from Walberswick to a point approximately 500m west of the B1125 Dunwich Road, before turning south, ending at Butchers Lane. It also includes the part of the proposed Underground HVDC Cable Corridor within the setting of the National Landscape which ends at Moat Road to the west of Theberton. In the south, it extends into LCA K3 and includes the site of the proposed Kiln Lane Substation and associated access road.

13.6.59 The part of the nationally designated area which falls within the study area and the setting described above, form part for the assessment of likely effects on the Special Qualities of the National Landscape is set out in detail in **Appendix 13.2 Landscape Baseline and Effects** and is summarised in **Section 13.8** of this chapter.

13.6.60 In conclusion, the National Landscape is a nationally designated landscape with statutory status. The value attached to the landscape is very high and it is valued landscape in the context of NPPF Paragraph 187(a).

Suffolk Heritage Coast

13.6.61 The Suffolk & Essex Coast & Heaths National Landscape Management Plan 2023-28 explains that the Suffolk Heritage Coast designation was defined in 1973 by agreement between the relevant maritime local authorities and Natural England to conserve the best stretches of undeveloped coast. Heritage Coasts were established to:

a. Conserve, protect and enhance the natural beauty of the coastline, their terrestrial, coastal and marine flora and fauna and their heritage features;
b. Encourage and help the public to enjoy, understand and appreciate these areas;
c. Maintain and improve the health of inshore waters affecting heritage coasts and their beaches through appropriate environmental management measures and
d. Take account of the needs of agriculture, forestry and fishing and the economic and social needs of the small communities on these coasts.

13.6.62 The Suffolk Heritage Coast covers an area of 122km^2 and coincides in many places with the National Landscape, particularly along the coastline. However, the Heritage Coast stretches 3km offshore and does not extend as far inland.

13.6.63 The special character of the Suffolk Heritage Coast is described with reference to the Coastal Character Areas (CCA) defined in the Touching the Tide Landscape Character Assessment (Ref 32). The relevant CCA to the study area is summarised in **Section 13.6** and described in detail in **Appendix 13.2 Landscape Baseline and Effects**. An assessment of the special character of the Heritage Coast is provided in **Section 13.6** of this chapter.

Other relevant designations

13.6.64 Natural and cultural heritage designations that contribute to landscape character and visual amenity are referred to in the descriptions of LCAs and LLCAs set out in **Appendix 13.2 Landscape Baseline and Effects**. A figure with other relevant designations will be prepared as part of the ES. Reference has also been made to the Annexes of **Appendix 8.1 Baseline Report – Designated Sites** of **Chapter 8 Ecology and Biodiversity**, which show the distribution of nature conservation sites in relation to the study area. These designations have informed the assessment of the value attached to the landscape and people's views of the landscape relating to specific features of the landscape and factors such as cultural heritage and associations.

13.6.65 Key designations include the Grade II registered park and garden at Henham Park, and scattered swathes of ancient woodland throughout. Henham Park covers approximately 330 hectares of C18 park and C19 pleasure grounds extending between Wangford and Blythburgh. The core of the park contains a concentration of ancient field oaks within large pasture fields and with plantations common around the park boundaries. The garden and pleasure grounds are less intact and survive as a remnant ha-ha and an old brick loggia. The Park also contains buildings of early C18 origins including Henham House, which is Grade II listed, reference has been made to **Figure 11.1 Designated Heritage Assets within the study area,** of **Chapter 11 Historic Environment.** Further information of the history and character of the Henham can be found under the official list entry on Historic England's website.

Landscape baseline

Landscape character

13.6.66 This section summarises the information gathered and assessed to describe the landscape character across the study area at the national, regional, county, district and local scales. It defines which landscape receptors form the basis of the assessment and summarises the value attached to these receptors, with reference to the criteria set out in **Table 1.10** of **Appendix 13.1 LVIA Methodology**.

13.6.67 The study area is large and has been studied at various scales by different bodies including Natural England, Suffolk County Council and local planning authorities. This preliminary LVIA has assessed the likely significant effects on landscape character according to the following hierarchy:

a. National, with reference to NCA profiles;
b. County, with reference to LCAs defined within the Suffolk Seascape Character Assessment;
c. District, with reference to LCAs defined within the Suffolk Coastal Landscape Character Assessment; and
d. Local, with reference to LLCAs defined by the Applicant around the proposed Landfall Site, proposed Converter Station Site and Kiln Lane Substation. These have been informed by published landscape character assessments at the national, county and local planning authority scale.

13.6.68 Detailed descriptions of each LCA, its key characteristics, the value attached to the landscape and the likely impacts and effects of the Proposed Scheme are reported in **Appendix 13.2 Landscape Baseline and Effects**. This identifies the position of each LCA in the hierarchy and its relationship with other LCAs at each scale with a summary provided at the end of this section.

Published landscape character assessments

13.6.69 Relevant national, county and district scale published landscape character assessments have been reviewed to identify the key features and characteristics across the study area. Those of relevance to the assessment are set out below.

National Character Areas

13.6.70 Natural England has divided the country into 159 NCAs. Paragraph 5.14 of GLVIA3 states that *"broad-scale assessments at national or regional level can be helpful in setting the landscape context, but are unlikely to be helpful on their own as the basis for LVIA – they may be too generalised to be appropriate for the particular purpose".*

13.6.71 As shown in **Figure 13.3 National Character Area and Marine Plan Areas**, the Draft Order Limits are of such a scale that the majority of the study area lies within NCA 82: Suffolk Coast and Heaths. This NCA has therefore been scoped into the assessment of landscape effects.

13.6.72 NCA 82 forms part of the North Sea coastline extending between Great Yarmouth in the north, and the port town of Harwich in the south. It is a narrow area, extending inland just 10 to 20km, predominantly characterised by flat or gently rolling landform occupied by a narrow band of farmland and lowland heaths. The shoreline is defined by shingle beaches and soft sandy cliffs, and is segmented by a series of river estuaries with extensive wildlife-rich intertidal areas of mudflats and salt marsh. Just under half of NCA 82 is within the National Landscape. Farming occupies 57% of the NCA and the management of the NCA aims to balance the interests of farming with conservation and recreation. The distinctive coast and lowland heaths are known as the Sandlings, and parts are designated for nature conservation because they are internationally important for biodiversity. All but one of the published landscape attributes of NCA 82 are relevant to the study area. They are as follows:

a. Dynamic coastal environment including, coastal sand dunes, shingle structures and eroding soft cliff lines;
b. The estuaries with areas of semi-natural habitat (saltmarsh, intertidal flats);
c. Low-lying open freshwater coastal levels and marshes, protected by sea walls;
d. Open coastal and wooded fens between Walberswick and Dunwich;
e. Small-scale, intimate twisting alluvial river valley corridors above the tidal influence, supporting traditional valley grasslands;
f. The Sandlings (inland and north of the River Deben) consisting of a mosaic of farmland, lowland heathland, acid grassland, coniferous forest and ancient woodlands;
g. Sandlings Forests (Dunwich, Tunstall and Rendlesham), with some smaller areas of plantation woodland;
h. Mixed deciduous ancient woodlands and wood pasture; and
i. Local building vernacular.

13.6.73 NCA 82 is a varied, dynamic and distinctive character area. The expansive coast, alluvial valleys, extensive wetlands, fragments of rare heath and substantial woodlands support a rich biodiversity. Public access is extensive, and recreation and tourism are important with visitors attracted to the scenic, tranquil landscape, where settlement is sparse and the heritage is rich. The presence of large development including ports, the Sizewell nuclear power station and major transport infrastructure weigh somewhat on the value attached to the landscape. Overall, the value attached to NCA 82 is assessed as high.

13.6.74 In addition to NCA 82, a small part of the NCA 83: South Norfolk and High Suffolk Claylands also extends into the study area, covering part of the proposed Converter Station Site and the Proposed Underground Cable Corridor to the north. It is unlikely that there would be significant effects on NCA 83 as a result of the construction or operation of the Proposed Scheme. This is due to the large area covered by the NCA 82 and small part of this NCA which coincides with the study area and the Draft Order Limits. Effects on this landscape receptor defined at the national scale is not considered further within this LVIA.

Regional landscape character assessment

East of England Regional Landscape Framework

13.6.75 The East of England Regional Landscape Framework (Ref 26The East of England Regional Landscape Framework [Ref 47] Ref 26)draws together landscape typologies for the East of England. The LCTs that feature in the study area are as follows:

a. coastal Levels;
b. forested Estate Sandlands;
c. saltmarsh/Intertidal Flats;
d. valley Meadowlands;
e. wooded plateau Claylands;
f. valley Settled Farmlands;

g. lowland Settled Claylands; and
h. urban.

13.6.76 This character assessment has not defined unique, geographically specific LCAs and therefore it is included here for context to inform the definition of LLCAs and the value attached to the landscape at the district and local level, but effects on these LCTs have not been assessed.

Touching the Tide Landscape Character Assessment

13.6.77 The Touching the Tide Landscape Character Assessment was published in 2012 (Ref 32). It was commissioned by Touching the Tide, a Landscape Partnership Scheme, 90% funded by the Heritage Lottery Fund. It is intended to provide a detailed understanding of the Suffolk Heritage Coast landscape and its evolution. This study covers the coast and the estuaries of the main rivers, including the Blyth, Alde-Ore, and Deben.

13.6.78 The study area for this published assessment is characterised by low-lying coastal landscapes, shingle beaches, spits, estuaries, fresh and salt-marshes, and mudflats. Most of the area studies falls within National Landscape and the Suffolk Heritage Coast.

13.6.79 The CCAs which coincide with the study area for this LVIA are shown on **Figure 13.4 County Landscape Character Areas**. Each CCA is described in detail, highlighting its unique qualities and the processes which share it. In addition, the assessment identifies LCTs, which are generic types of landscape that occur repeatedly throughout the area, such as sand dunes or saltmarsh and intertidal flats.

13.6.80 The key characteristics, value, susceptibility to change, and sensitivity of the River Blyth Estuary and Marshes CCA is provided in **Appendix 13.2 Landscape Baseline and Effects** and summarised in **Table 13.10** below. This shows that the value attached to the landscape across the study area is generally very high.

13.6.81 The Touching the Tide Landscape Character Assessment is included here for context to inform the definition of LLCAs and the value attached to the landscape at the district and local level, but effects on these CCAs have not been assessed.

County landscape character assessment

Suffolk Landscape Character Assessment

13.6.82 The Suffolk Landscape Character Assessment identifies 30 distinct landscape typologies (LT) of landscape in Suffolk (Ref 25). Landscapes with broadly similar combinations of physiography, ground type, landcover, and settlement pattern are grouped together. They repeat across the landscape, so one type may be found in different locations.

13.6.83 This character assessment has not defined unique, geographically specific LCAs and therefore it is included here for context to inform the definition of LLCAs and

the value attached to the landscape at the district and local level, but effects on these LTs have not been assessed. The LTs that feature in the study area are as follows:

a. ancient estate claylands;
b. coastal dunes and shingle ridges;
c. coastal levels;
d. estate sandlands;
e. open coastal fens;
f. rolling estate sandlands;
g. rolling estate claylands;
h. rolling valley claylands;
i. saltmarsh and intertidal flats;
j. valley meadows and fens;
k. valley meadowlands; and
l. nearshore waters.

Suffolk Seascape Character Assessment

13.6.84 The Seascape Character Assessment provides *"a comprehensive description of the marine areas of Suffolk, south Norfolk and north Essex"* (Ref 29). It contributes to the baseline for understanding the character, evolution, and sensitivities of the marine and coastal environment.

13.6.85 The study area for the seascape assessment considers the seaward extent of the coastline *"following the 50km study areas defined for the proposed East Anglia One North and East Anglia 2 offshore windfarms"* with the northern extent being defined "*by lines drawn at a tangent from Harwich Haven (in the south) and Winterton Dunes (in the north)".* The landward extents are *"generally defined by the low water mark along the coastline and the margins of the major navigable rivers"*.

13.6.86 The assessment area covers the full extent of the Suffolk Coast Maritime Natural Area, parts of the Sheringham to Lowestoft Maritime Natural Area, and the Southern North Sea Marine Natural Area.

13.6.87 The assessment identifies and describes six Seascape Character Types (SCT) in terms of its key characteristics, physical and cultural influences, aesthetic and perceptual qualities, and its location within the study area. Of these, the Nearshore Waters SCT 03 covers the offshore area close to the proposed Landfall, and occupies the shallower coastal waters associated with the largely rural Suffolk coastline between Old Felixstowe and Lowestoft, which is adjacent to the National Landscape and includes parts of the Suffolk Heritage Coast.

13.6.88 The key characteristics, the value attached to SCT 03, its susceptibility to change, and sensitivity is provided in **Appendix 13.2 Landscape Baseline and Effects**, and are summarised in **Table 13.10**. This shows that the value attached to SCT 03 is very high.

Table 13.10: National, regional and county landscape sensitivity

Hierarchy	Landscape Character Area (LCA)	Value attached to the landscape	Susceptibility to change	Sensitivity
National	NCA 82 Suffolk Coast and Heaths	High	Medium	High
Regional	River Blyth Estuary and Marshes CCA	Very high	High	Very High
County	SCT 03 Nearshore Waters	Very High	High	High

District landscape character assessments

13.6.89 The former Suffolk Coastal District Council and Waveney District Council were merged to become East Suffolk Council in 2019. Separate landscape character assessments had previously been published for each district. LCAs from these two former district assessments seamlessly cover the new local authority area. Some LCAs, such as J3 Blyth Valley, cross over this former boundary and are therefore referred to in both landscape character assessments.

Suffolk Coastal Landscape Character Assessment

13.6.90 The location and extents of the LCAs within the study area are illustrated on **Figure 13.6 Local Landscape Character Areas**.

13.6.91 The LCAs defined in this assessment provide consistent baseline information across the study area against which landscape effects at the district scale have been assessed. They were informed by other published landscape character studies including the Touching the Tide and the Suffolk County landscape typology. Thirty-seven LCAs were identified across the district, relating to ten LTs. Nine of these LCAs coincide within the study area, against which the effects of the Proposed Scheme have been assessed.

Waveney District Landscape Character Assessment

13.6.92 The Waveney District Landscape Character Assessment (Ref 27) precedes the Suffolk Coastal LCA. One LCA from the Waveney District Landscape Character Assessment falls within the study area and has been scoped in. This is F2 Southwold Coast, which extends across the Blyth Estuary to Walberswick.

13.6.93 The key characteristics, the value attached to the landscape, its susceptibility to change, and the sensitivity of each LCA defined in published landscape character assessments for East Suffolk are provided in **Appendix 13.2 Landscape Baseline and Effects** and are summarised in **Table 13.11** below. This shows that the value attached to the landscape across the study is generally ranges from medium to very high. It is slightly lower in the southern, inland parts of the study area and higher in the north-east, associated with the National Landscape.

Table 13.11: District LCA Landscape sensitivity

Landscape Character Type (LCT)	Source	Landscape Character Area (LCA)	Value attached to the landscape	Susceptibility to change	Sensitivity
B River Valleys	Suffolk Coastal Landscape Character Assessment, 2018	LCA B2 Blyth Valley	Very High	Very high	Very High
B River Valleys	Suffolk Coastal Landscape Character Assessment, 2018	LCA B3 Yox Valley	High	High	High
B River Valleys	Suffolk Coastal Landscape Character Assessment, 2018	LCA B4 Fromus Valley	High	Medium	High
D Coastal Broads and Marshes	Suffolk Coastal Landscape Character Assessment, 2018	LCA D2 Westwood and Dingle Marshes	Very high	Very high	Very high
E Estuaries	Suffolk Coastal Landscape Character Assessment, 2018	LCA J3 Blyth Estuary	Very high	Very high	Very high
F Coastal Cliffs	Waveney District Landscape Character Assessment, 2008	LCA F2 Southwold Coast	Very high	Very high	Very high
K Estate Sandlands	Suffolk Coastal Landscape Character Assessment, 2018	LCA K2 Dunwich and Westleton Sandlands	Very high	Very high	Very high
K Estate Sandlands	Suffolk Coastal Landscape Character Assessment, 2018	LCA K3 Aldringham and Friston Sandlands	Very High	High	High
L Ancient Estate Claylands	Suffolk Coastal Landscape Character Assessment, 2018	LCA L1 Heveningham and Knodishall Estate Claylands	Medium	Medium	Medium
O Rolling Estate Sandlands	Suffolk Coastal Landscape Character Assessment, 2018	LCA O1 Benhall Estate Sandlands	High	High	High

Local Landscape Character Areas

13.6.94 Whilst LCAs defined at the district level are relatively consistent in scale, they are broad and are not sufficiently detailed to draw distinctions at the local level where permanent above ground infrastructure is proposed to be located.

13.6.95 The parts of the study area around the proposed Landfall, proposed Converter Station and Kiln Lane Substation have been sub-divided into 21 LLCAs defined by the Applicant to provide a finer grain and more appropriate scale against which to assess the effects of the Proposed Scheme. These are generally subdivisions of the district LCAs, which have generalised boundaries which do not always follow features on the ground. They have also been informed through fieldwork carried out in February, March and April 2025.

13.6.96 The finer grain of the LLCAs also means that they provide detail which has and will continue to inform the emerging design of the Proposed Scheme, including the **Design Principles**, environmental mitigation and enhancement opportunities.

13.6.97 Following discussion with landscape officers from SCC and ESDC, two distinct groups of LLCAs have been defined within the study area. LLCAs 01 to 08 cover the area between Saxmundham and Friston (Zoning Sections A and B1 as shown on **Figure 2.1 Zoning Plan**), which encompasses the proposed Converter Station site, the proposed Kiln Lane Substation site, the proposed Underground HVAC Cable Corridor and the end of the proposed Underground HVDC Cable Corridor. LLCAs 09 to 21 lie between Blythburgh and Walberswick (Zoning Section D as shown on **Figure 2.1 Zoning Plan**) and these cover the proposed Landfall site and the northern part of the proposed Underground HVDC Cable Corridor.

13.6.98 The key characteristics, the value attached to the landscape, the susceptibility to change, and the sensitivity of each LLCA and how they relate to the LCAs defined in published landscape character assessments are provided in **Appendix 13.2 Landscape Baseline and Effects,** and summarised in **Table 13.12** below. This shows that the value attached to the landscape is generally very high in the north near the coast (LLCAS 9-21) and lower and more varied inland in the south (LLCAs 1-8).

Table 13.12: LLCA Landscape sensitivity

Local Landscape Character Area (LLCA)	Value attached to the landscape	Susceptibility to change	Sensitivity
LLCA 01 Coldfair Green	Medium	Medium	Medium
LLCA 02 Friston sandlands	Medium	Medium	Medium
LLCA 03 Friston	Medium	Medium	Medium
LLCA 04 Knodishall claylands	Medium	Medium	Medium
LLCA 05 Saxmundham east claylands	Medium	Medium	Medium

Local Landscape Character Area (LLCA)	Value attached to the landscape	Susceptibility to change	Sensitivity
LLCA 06 River Fromus valley meadowlands	High	High	High
LLCA 07 Saxmundham south sandlands and Benhall	Medium	Medium	Medium
LLCA 08 Saxmundham	Medium	High	Medium
LLCA 09 Walberswick Sandlings	Very high	Very high	Very high
LLCA 10 Dunwich River open coastal fens	Very high	Very high	Very high
LLCA 11 Walberswick sandlands plateau	Very high	Medium	High
LLCA 12 Blythburgh	Very high	High	High
LLCA 13 River Blyth intertidal flats	Very high	Very high	Very high
LLCA 14 River Blyth sandlands	Very high	Medium	High
LLCA 15 Walberswick sandlands fringe	Very high	Medium	High
LLCA 16 Walberswick common	Very high	Very high	Very high
LLCA 17 Walberswick village	Very high	Very high	Very high
LLCA 18 River Blyth coastal levels	Very high	Very high	Very high
LLCA 19 River Blyth Harbour dunes and saltmarsh	Very high	Very high	Very high
LLCA 20 Walberswick coast	Very high	Very high	Very high
LLCA 21 Blythburgh sandlands	Very high	Medium	High

Summary of the landscape baseline

13.6.99 The landscape character within the study area is distinctly different between the nationally designated coast and heaths in the north and the predominantly large-scale arable farmland inland and in the south.

13.6.100 At the national level, most of the study area is covered by NCA 82: Suffolk Coast and Heaths. This is a large area which is relatively sparsely developed and includes substantial stretches of coastline, protected habitats and farmland. The value attached to the landscape at this level has been assessed as high.

13.6.101 The northern part of the study area includes parts of the National Landscape, which has statutory status, and the Suffolk Heritage Coast. Consequently, the value attached to LCAs and LLCAs within these designations tends to be very high. The central part of the study area features distinctive river valleys, including the Yox and Hundred, and various areas of historic parkland, which contribute to value attached to the landscape along the proposed Underground HVDC Cable Corridor.

13.6.102 There are 10 LCAs identified at the district level in the Suffolk Coastal Landscape Character Assessment and the Waveney District Landscape Character Assessment which cover the study area. The value attached to the landscape of these LCAs ranges between medium and very high.

13.6.103 At the local level the study area has been broken down further by the Applicant into 21 LLCAs. These fall within two geographically distinct clusters. Eight of these LLCAs are in the south, between Saxmundham and Friston and the remaining 13 are in the north-east, between Blythburgh and Walberswick, as shown on **Figure 13.6 Local Landscape Character Areas**.

13.6.104 The value attached to the landscape of the southern cluster of LLCAs ranges from medium to high, influenced by factors including designation, land use, and type of existing development. The AIA has not yet been carried out but it will inform the LVIA for the ES. The southern cluster of LLCAs in particular has many blocks of woodland and mature trees in field boundaries.

13.6.105 The northern cluster of LLCAs all lie within the National Landscape, and most are also within the Suffolk Heritage Coast, as shown on **Figure 13.6 Local Landscape Character Areas** and **Figure 13.2 Landscape Designations**. Along with other evidence, including European and national designations for nature conservation, this leads to a very high value for all 13 of these landscape receptors.

Visual baseline

13.6.106 This section describes the visual baseline with reference to the visual receptors and representative viewpoints identified within the study area through a review of ZTVs and fieldwork surveys carried out to date.

Zones of theoretical visibility (ZTV)

13.6.107 The bare earth ZTV of the construction phase indicates the area from which the Proposed Scheme may be visible; it does not take into account screening effects of elements including vegetation and buildings (a figure will be prepared as part of the ES). Therefore, the extent of theoretical visibility is likely to be less than indicated.

13.6.108 The screening provided by buildings and woodland further limits the theoretical extent of views of construction considerably compared to the bare earth ZTV (a figure will be prepared as part of the ES).

13.6.109 The ZTV with screening for operation indicates that the theoretical extent of visibility is substantially reduced compared to the bare earth ZTV by existing buildings and vegetation (a figure will be prepared as part of the ES).

13.6.110 The ZTVs have been used to assist in the identification of sensitive visual receptor groups and locate representative viewpoints. Fieldwork surveys have shown that other vegetation not modelled into the ZTV, for example along field

boundaries and in private gardens, further reduces the extent of visibility. This is recorded in the baseline sections of **Appendix 13.3 Visual Baseline and Effects**.

Visual receptors

13.6.111 People likely to experience views of the construction, operation or decommissioning of the Proposed Scheme were identified through interrogation of the ZTVs and fieldwork, and subsequently categorised into the following types:

a. railway passengers;
b. recreation;
c. residents of local communities;
d. road users;
e. tourists;
f. users of promoted long distance routes;
g. users of public open spaces; and
h. users of the PRoW network.

13.6.112 A preliminary description of the visual baseline experienced by each visual receptor group is provided in **Appendix 13.3 Visual Baseline and Effects**. Where a collection of visual receptors in the same category are likely to experience similar views, these have been grouped. Further detail will be added to these baseline descriptions following summer and winter fieldwork in 2025 and early 2026 and this will be provided in the subsequent ES.

13.6.113 This LVIA does not assess the potential impacts on views from within dwellings, which are a matter of private amenity. This is on the basis that it is an established planning principle that there is no right to a view. Further information is provided in **Appendix 13.1 LVIA Methodology**.

13.6.114 The value attached to views varies across the study area and is specific to each location. Value has been established when gathering the baseline data, independent of the nature or activity of the receptor and of the Proposed Scheme. There is some relationship between the value attached to the landscape and people's views of the landscape, and this is explained on a case-by-case basis in **Appendix 13.3 Visual Baseline and Effects.** The susceptibility of visual receptors to change, which together with the value attached to views, informs their sensitivity, is defined in the assessment of visual effects in **Section 13.8** of this chapter.

Representative and specific viewpoints

13.6.115 Preliminary viewpoint locations (see **Figure 13.7 Viewpoints)** have been identified and used to inform the preliminary assessment of visual effects. These viewpoints have been informed by consultation with Suffolk County Council, East Suffolk Council and the National Landscape team and may be further refined through ongoing engagement.

13.6.116 Representative viewpoints have been selected to represent a range of close, middle and long-distance views from various receptor groups including local

communities, recreational users of PRoW and people travelling through the area on roads. In some cases, a viewpoint may have been selected as it is representative of more than one visual receptor group. An example of this is where a PRoW is close to a settlement edge or where larger numbers of viewpoints cannot all be included individually and where the likely significant effects are unlikely to differ. Sequential views from key roads and promoted PRoWs have been considered with reference to relevant representative viewpoints.

13.6.117 A small number of specific viewpoints have been identified by the Applicant because they are key and sometimes promoted within the tourist information, for example the views south along the coast from Southwold Pier. Such viewpoints are usually identified on Ordnance Survey maps or at the viewpoint location with interpretation material, such as viewpoint panels.

13.6.118 Most views towards the Draft Order Limits are from ground level. It is acknowledged that there are some taller structures from where longer distance views towards the Proposed Scheme may be available. Southwold Lighthouse is a 31m high landmark, located within the centre of the town, close to the coastline. Whilst there are views towards the Draft Order Limits, views of construction, operation and decommissioning of the Proposed Scheme would form a very small part of the wider panorama. These views are therefore not assessed further.

13.6.119 Baseline photography for each representative viewpoint shown on **Figure 13.7 Viewpoints** captured during summer fieldwork in 2025 and winter fieldwork in late 2025 and early 2026 will be presented in the ES. These will be presented as Landscape Institute Type 1 annotated photographs.

13.6.120 Verifiable photomontages (Landscape Institute Type 4) will be prepared for a selection of viewpoints associated with the proposed Converter Station and proposed Kiln Lane Substation to represent the Proposed Scheme in year 1 (winter) and year 15 (summer) of operation. The Applicant will seek to agree these viewpoints with SCC and relevant local planning authorities, and they will be presented in the ES.

Overview of the visual baseline

13.6.121 This section provides an overview of the visual baseline as it relates to the various visual receptor groups identified within the study area, referred to in **Paragraph 13.6.111** above. It follows a different structure to other chapters in the PEIR because people would experience views of different parts of the Proposed Scheme in different ways in different locations, sometimes seeing components within more than one section in the same or sequential views. These sections are shown in **Figure 2.1 Zoning Plan**.

Section A

Residents of local communities

13.6.122 Residents of Friston can achieve views towards the Draft Order Limits albeit views are heavily filtered by intervening vegetation and trees in the foreground and beyond along field boundaries (VP3). Views from Church Hill are heavily screened by the woodland of Bloomfield's Covert with some filtered views towards the Draft Order Limits 500m in the distance to the north. Residents of isolated properties between Saxmundham and Leiston experience open views, partially filtered in some areas towards the Draft Order Limits, and the proposed Converter Station Site. The value attached to the view is medium as the landscape is not designated, though to the south-east there are views of St Mary the Virgin Church in the foreground.

Users of the PRoW network

13.6.123 Views from bridleway 12A near Friston Reservoir (VP1) are partially screened by intervening vegetation in the foreground and background. There are partially filtered views towards the proposed Kiln Lane Substation. Intervening vegetation along the field boundary in the middle ground predominantly contains views, with some views beyond through gaps in vegetation from footpath 7 (VP2). Views from Knodishall are also predominantly screened due to the rising topography in some areas along with blocks of trees and clusters of vegetation lining field boundaries, represented by VP7 and VP8 along footpath 16. Views are open across a large field along the western edge of Knodishall Common, which is a large public open space. These views are substantially screened by Grove Wood, a dense block of woodland, and are represented by VP6. There are also views near Redhouse Farm Barn towards the proposed Converter Station Site, which are partially screened along footpath 17 (VP10), bridleway 10 (VP11 and VP12). There are also open views towards the proposed Kiln Lane Substation Site from VP10.

13.6.124 The value attached to views would be low for VP6, VP8, VP11 and VP12 with views across fields, VP7 and VP10 includes views of pylons in the background. The value attached to VP1 is medium as it is proximity to the Suffolk & Essex Coast & Heaths National Landscape. The value attached to VP1 is medium as it is in proximity to the National Landscape. The value attached to VP2 is medium as the blocks of woodland add scenic value. VP3 also has medium value as to the south-east St Mary the Virgin Church is visible in the foreground.

Road users

13.6.125 There are open views towards the proposed Kiln Lane Substation Site in the middle ground from Grove Road due to intervening vegetation along field boundaries being low. A row of pylons is also prominent across the skyline, as illustrated by **Figure 13.7 Viewpoints** in the vicinity of VP9. Views of people travelling along the B1121 are partially screened by the hedgerow running along the roadside and a woodland plantation, with filtered views of small areas of the

Draft Order Limits visible through gaps in the vegetation represented by VP14 and VP15. The value attached to VP14 is medium as a woodland plantation is visible in the middle ground to the east. VP15 also has medium value as there is a direct view to the east towards Hurts Hall in the middle ground, though the B1121 is a detracting feature in both views. The value attached to VP9 is very low as pylons are prominent in the foreground to background of the view.

Section B

Residents of local communities

13.6.126 Residents of Middleton and nearby surrounding properties experience partially screened views towards the Draft Order Limits, filtered by intervening trees and other vegetation (VP36) to the north. However, views are more open to the south of Mill Street. Further south along the B1122, views are partially filtered by trees and the change of topography as the land rises in the background (VP35). Residents of isolated properties around Hawthorn Road and Wash Lane have open and direct views towards parts of the Draft Order Limits represented by VP34. Views of residents of Theberton are heavily screened by vegetation, pylons are noticeable in the middle ground with Theberton Woods forming a backdrop on the horizon, represented by VP32 and VP33. Similarly, views are predominately screened for residents of East Green and Honeypot Lane. Residents of isolated properties between Saxmundham and Leiston (VP27) and along Clay Hills (VP18 and 19), have views towards the Draft Order Limits which are more direct and open than those for residents in Theberton, including towards the site of the proposed Converter Station. Residents of Knodishall Green have partially filtered views toward the Underground High Voltage Direct Current (HVDC) Cables, with Friston Covert partially screening views (VP22).

13.6.127 The value attached to VP35 is very low as there are multiple detractors in the foreground extending into the background, including roads, construction fencing and signs and utility poles. The value attached to VP36 is low as the view does not cover designated landscapes, the hedgerow is sparse in some areas and the road is a detractor. VP32 also has low value as views are across an agricultural field. The value attached to VP34 and VP19 is medium as there are only a few detractors in the background across an otherwise rural landscape. VP33 also has medium value as despite the road being a detractor, the clusters of evergreen trees create visual interest in the middle ground. The value attached to the views associated with VP27 is medium as views are across a large field are panoramic, though pylons are visible along the horizon. The value attached to VP22 is low as a utility pole is visible in the foreground as well as pylons and utility poles in the background which are detractors.

Users of the PRoW network

13.6.128 There are filtered views towards the Draft Order Limits from some of the public right of way near Middleton, including from small gaps in vegetation along footpath 9 on Mill Street (VP37). Near Annesons Corner, views are open towards

parts of the Draft Order Limits in the immediate surroundings. However, the rising topography of the field to the north limits the extent of views beyond with deciduous trees filtering views further in some areas along footpath 15, (VP34). South of Theberton, along footpath 7, vegetation along field boundaries and the gently elevated landform predominantly screens views (VP32). Views towards the proposed Converter Station from bridleway 32 between Saxmundham and East Green vary and are partially screened in some areas due to there being a gently rolling topography in the surrounding area (VP25) whereas there are more open views north of the proposed Converter Station along footpath 33 as there is less intervening vegetation (VP26). From the corner of footpath 8 along the B1119 there are open and direct views towards the proposed Converter Station Site (VP19). Views towards the proposed Converter Station Site from Knodishall Green along footpath 10 are partially filtered by areas of vegetation including Friston Covert (VP22) and the gently rolling topography of surrounding fields. The value attached to VP25, VP37 and VP32 is low as there are no landscape designations or cultural associations and the view is across a field. The value attached to VP19 is low as views are across agricultural fields with the B1119 cutting through. The value attached to VP34 and VP26 is medium as the view is rural, with only a few detractors in the background.

Road users

13.6.129 Views from the B1122 towards the Draft Order Limits vary. From the junction opposite Title Road views are partially filtered, though the vegetation along the field boundary is sparse and deciduous therefore views are a little more open during the winter. The land also dips and rises again to the south screening some areas more than others (VP35). There are some locations where views are more direct and close distance, such as along Moat Road, which is designated as a Quiet Lane to the south of Theberton Woods. The gaps in the vegetation are not substantial, with a block of woodland and hedgerow otherwise predominantly screening views (VP31). From the B1119 views represented by VP17 are open, direct and close distance towards the proposed Converter Station Site, with the road running along the perimeter of the Proposed Converter Station Site. The value attached to VP31 is low as there are no landscape designations and views are predominantly along a narrow lane and of fields. The value attached to VP35 is low as there is construction fencing in the foreground. The value attached to VP17 is very low as views are across an agricultural field, with the detracting feature of construction activity.

Railway passengers

13.6.130 Views of railway passengers passing between Saxmundham and Leiston are open towards the proposed Converter Station Site in the distance, represented by VP25 and VP26. However, views are short in duration. The value attached to VP25 and VP26 is low as train passengers' views are transient.

Recreation

13.6.131 Visitors to the Royal Air Force (RAF) memorial and Cake and Ale camp site along Harrow Lane experience views which are predominantly screened by small blocks of woodland and vegetation along field boundaries (VP28). The caravan park also has hedgerows and other vegetation along the perimeter further screening outward views. The value attached to VP28 is low as views are across an agricultural field with construction equipment visible which are detractors.

Section C

Residents of local communities

13.6.132 Residents of Middleton and nearby surrounding properties would experience direct views towards the Underground HVDC Cable Corridor represented by VP38 along the PRoW network. Views from properties in Middleton Moor would be predominantly screened by a dense block of woodland and vegetation, represented by VP39. Clusters of trees and vegetation screen views towards the Draft Order Limits within Darsham Marshes Nature Reserve (VP40). Views along the western edge of Westleton are partially filtered by vegetation, though the undulating topography screens some parts of the Draft Order Limits (VP42).

13.6.133 The value attached to VP38 is medium as the adjacent orchard adds some visual interest and VP42 is low as views are across an agricultural field, the value attached to VP39 is also low as views include detractors. The value attached to VP40 is medium as views are of Darsham Marshes.

Users of promoted long distance routes

13.6.134 Views from the Sandlings Walk (VP48) to the north-west of Dunwich Forest are partially filtered towards the Draft Order Limits, with intervening vegetation to the west. The value attached to VP48 is very high due to being located along a promoted long-distance route and within the National Landscape.

Users of the PRoW network

13.6.135 Users of parts of the public rights of way network around Blythburgh experience direct views towards the Draft Order Limits including footpath 14 (VP49) and (VP53). In other areas, views are partially screened by intervening vegetation including along the A12, where views of users are likely to be focused on the panoramic view away from the direction of the Draft Order Limits (VP50). Users of bridleway 1 along the southern edge of Blythburgh experience partially filtered views towards the Draft Order Limits as vegetation borders part of the footpath with a few gaps (VP51). Views from footpath 13 are substantially filtered by intervening vegetation, including along the B1125 (VP43) and located further from the Draft Order Limits. In addition to being filtered by vegetation, views from footpath 20 are also partially screened by the change of topography with the landform gently rising up, represented by VP45. The value attached to VP49, VP50, VP51, VP53 is very high as the viewpoint is located within the National Landscape. The value attached to VP43 is high, the viewpoint is located on the

border of the National Landscape though receptors focus would be within Westleton Heath National Nature Reserve to the west. The value attached to VP45 is low as views are across an agricultural field.

Road users

13.6.136 Views of road users travelling along the A12, located within C3 are partially filtered towards the Draft Order Limits due to intervening trees and vegetation. However, views in the opposite direction are panoramic and therefore whilst the attention of drivers would be predominantly on the road, glimpsed views are likely to be away from the Draft Order Limits to the west (VP50). The value attached to VP50 is very high due to being located within the National Landscape.

Recreation

13.6.137 People visiting Westleton Heath National Nature Reserve (VP43) along the edge of the National Landscape would experience open views across an agricultural field, though receptors attention is likely to be towards the east in the direction of the National Nature Reserve. The value attached to VP43 is high, the viewpoint is located on the border of the National Landscape though receptors focus would be within Westleton Heath National Nature Reserve to the west.

Section D

13.6.138 The viewpoints in section D are all located with the Suffolk & Essex Coast & Heaths National Landscape an area designated for the natural beauty and distinctive character, as a result, the value of all the viewpoints is very high.

Residents of local communities

13.6.139 There are direct views towards the proposed Landfall Site from rear properties lining Stocks Lane, part of The Street and Millfield Road in Walberswick, backing onto a large field, also located within the National Landscape. Views are partially screened as the topography of the field falls towards the sea (VP63, VP64). Views from the PRoW and rear of properties along the south-eastern edge of the field are more expansive, including glimpses of the Dunwich River through the marshes, across the North Sea and areas of woodland including Hoist Covert and Dunwich Forest in the distance (VP65), with Sizewell and pylons also visible along the horizon. Views are also more open from some of the rear of properties along the western edge of the field. Along the western edge of Walberswick a band of trees and vegetation along the roadside predominantly screens or filters views (VP61).

Users of promoted long distance routes

13.6.140 Users of the public rights of way network around Walberswick all located within the Suffolk & Essex Coast & Heaths National Landscape, experience a mixture of open and more enclosed views. Some of the routes come further inland in some areas through the marshes than others which are closer to the sea and run along the shingle beach. The expansive reedbeds and long grasses provide extensive

screening of the Draft Order Limits (VP66) from the footpath network running through the marshes, which includes part of the Suffolk Coast Path promoted long distance route. From other points of the footpath, views are screened or heavily filtered and are panoramic and scenic across the marshes, including views of the Dunwich River (VP68) also along the Suffolk Coast Path. The vegetation surrounding the south-eastern corner of the field containing the proposed Landfall Site limits the extent of views providing screening from the Suffolk Coast Path (VP70) and partially filtered views further along the Suffolk Coast Path (VP67). From Walberswick Common, views are heavily filtered by trees and scrub vegetation (VP58). Along Lodge Road close to Walberswick, there are direct views towards the Draft Order Limits (VP60) and (VP59), although further along Lodge Road the land rises and a dense woodland forming Sallow Walk Covert screens views.

Users of the PRoW network

13.6.141 There are views from footpath 14 (VP64 and VP65) along the eastern and southern boundaries and from bridleway 21 (VP63) along the western boundary of the proposed Converter Station Site. Views would be more open and prominent along some points, (VP63 and VP65) as the topography of the field falls towards the sea. Along Lodge Road close to Walberswick, there are direct views towards the Draft Order Limits (VP60) and (VP59), although further along Lodge Road the land rises and a dense woodland forming Sallow Walk Covert screens views.

Views from transport routes

13.6.142 Along the western edge of Walberswick, a band of trees and vegetation along The Street predominantly filters views of road users (VP61). South of Blythburgh, adjacent to the water tower there are direct views towards the Draft Order Limits, partially filtered in some areas by roadside and field boundary vegetation, (VP52).

Views from areas of recreation

13.6.143 The focus of views of visitors to Walberswick Marshes is likely to be on the Marshes and their coastal setting, consisting of expansive reedbeds and the Dunwich River as well as panoramic views along the coast (VP66, VP68, VP69). Views towards the Underground HVDC Cable Corridor are partially filtered in the background by existing vegetation where the land gently undulates in some areas, the proposed Landfall Site would also be perceptible in the background, (VP66, VP69). Users of vessels (VP 76) would experience open and direct views towards the Proposed Offshore Scheme, and the embankment along the coast partially screening views towards the Proposed Onshore Scheme in the background.

Summary of the visual baseline

13.6.144 **Table 13.13** summarises the visual receptor groups identified, the corresponding viewpoints shown on **Figure 13.7 Viewpoints**, and the value attached to the view at these locations.

Table 13.13: Summary of visual receptor sensitivity

Visual receptor group	Related viewpoints	Value attached to the view at related viewpoints	Susceptibility to change	Sensitivity
Local communities				
Residents of Coldfair Green	VP6	Low	High	Medium
Residents of Friston	VP2	Medium	High	Medium
Residents of Knodishall	VP7, VP24, VP22	Low to medium	High	Medium
Residents of isolated properties between Saxmundham and Leiston	VP9, VP10, VP11, VP12, VP13, VP20, VP21, VP27	Low to medium	High	Medium to high
Residents of Saxmundham	VP16	Medium	High	Medium
Residents of isolated properties, particularly Wardspring Farm	VP19, VP18	Low	High	Medium
Residents of Leiston	VP23	Medium	High	Medium
Residents of East Green and Honeypot Lane	VP30	Medium	High	Medium
Residents of Theberton	VP32, VP33	Low to medium	High	Medium
Residents of Annesons Corner	VP35	Very low	High	Medium
Residents of isolated properties around Hawthorn Road and Wash Lane	VP34	Medium	High	Medium
Residents of properties between Middleton Moor and Middleton	VP36	Low	High	Medium
Residents of Middleton	VP39	Low	High	Medium
Residents of Westleton	VP41, VP42, VP43	Very low to high	High	Medium to high
Residents of Darsham	VP44	Medium	High	Medium

Visual receptor group	Related viewpoints	Value attached to the view at related viewpoints	Susceptibility to change	Sensitivity
Residents of isolated properties including Haw Wood Farm	VP46	Medium	High	Medium
Residents of Blythburgh	VP49, VP51	Very high	High	High
Residents of Lodge Road	VP56, VP60, VP59	Very high	High	High
Residents of Walberswick	VP57, VP61, VP63, VP64, VP65, VP72	Very high	High	High
Residents of Southwold	VP74	Very high	High	High
Railway passengers				
Train passengers between Saxmundham and Leiston	VP26, VP25	Low	Low	Low
Recreation				
Visitors to St Mary the Virgin Church	VP 3	Medium	Medium	Medium
Visitors to the RAF Leiston memorial	VP28	Medium	Medium	Medium
Visitors to Leiston Abbey	VP29	Low	High	Medium
Visitors to Darsham Marshes Nature Reserve	VP40	Medium	Medium	Medium
Visitors to Walberswick Marshes	VP69, VP68, VP66	Very high	Very high	Very high
Users of vessels	VP 77	Very high	High	High
Road users				
Public bridleway between Rushmere Lodge Farm and Hazlewood Hall Farm along the A1094.	VP1	Medium	Low	Low
People travelling along Grove Road and School Road	VP9	Very low	Low	Low
People travelling along the B1121	VP12, VP14, VP17, VP19,	Very low to medium	Low	Low to medium
People travelling along Saxmundham Road	VP23	Medium	Low	Low

Visual receptor group	Related viewpoints	Value attached to the view at related viewpoints	Susceptibility to change	Sensitivity
People travelling along Harrow Lane (Quiet Lane)	VP28	Low	Low	Low
People travelling along Honeypot Lane, Hawthorn Road (Quiet Lane) and Harrow Lane (Quiet Lane)	VP30	Low	Low	Low
People travelling along Moat Road (Quiet Lane)	VP31	Low	Low	Low
People travelling along B1122	VP35	Very low	Low	Low
People travelling along Yoxford Road and Mill Street	VP36	Low	Low	Low
People travelling along the A12 and B1387	VP50	Very high	Low	Medium
People travelling along the B1387 and the B1125	VP52	Very high	Low	Medium
People travelling along The Street	VP61	Very high	Low	Medium
Tourists				
Visitors to Southwold pier	VP76	Very high	Very high	Very high
Visitors to Southwold	VP74	Very high	Very high	Very high
Visitors to Southwold caravan site	VP73	Very high	High	High
Visitors to Southwold beach	VP73	Very high	Very high	Very high
Visitors to Walberswick beach	VP72, VP70, VP67, VP69	Very high	Very high	Very high
Visitors to beach huts and campsite	VP70, VP71	Very high	Very high	Very high
Visitors to Walberswick	VP61	Very high	Very high	Very high
Users of Haw Wood Caravan Park	VP46	Medium	Medium	Medium
Users of the Cake and Ale Campsite	VP28	Low	Medium	Medium
Users of promoted long distance routes				

Visual receptor group	Related viewpoints	Value attached to the view at related viewpoints	Susceptibility to change	Sensitivity
Users of the Suffolk Coast Path promoted public right of way	VP67, VP66, VP68	Very high	Very high	Very high
Users of the Sandlings Walk promoted public right of way	VP57, VP56, VP55	Very high	High	High
Users of the PRoW network				
Users of the PRoW network on the northern edge of the Alde Valley	VP1, VP18	Medium	Medium	Medium
Users of the PRoW network around Walberswick	VP72, VP70, VP71, VP65, VP64, VP62, VP58, VP59, VP60	Very high	Medium to very high	High to very high
Users of the PRoW network on the northern edge of the Westwood Marshes	VP63	Very high	Very high	Very high
Users of the PRoW network between Walberswick and Dunwich	VP69	Very high	Very high	Very high
Users of the PRoW network near Dunwich Forest	VP53, VP47	High to very high	Medium	High
Users of the PRoW network around Blythburgh	VP54, VP51, VP49	Very high	Medium to high	High to very high
Users of the PRoW network around Toby's Walk	VP50	Very high	Medium	High
Users of the PRoW network between Dunwich River and Westleton	VP45	Low	Medium	Medium
Users of the PRoW network between Westleton, Dunwich and Walberswick	VP43	High	Medium	High
Users of the PRoW network between	VP42	Low	Medium	Medium

Visual receptor group	Related viewpoints	Value attached to the view at related viewpoints	Susceptibility to change	Sensitivity
Westleton and Walberswick				
Users of the PRoW network between Westleton and Darsham	VP41	Very low	Medium	Medium
Users of the PRoW network between Middleton and Minsmere River	VP38	Medium	Medium	Medium
Users of the PRoW network between Yoxford and Middleton	VP39	Medium	Medium	Medium
Users of the PRoW network near Middleton	VP37	Medium	Medium	Medium
Users of the PRoW network around Annesons Corner	VP34	Medium	Medium	Medium
Users of the PRoW network between East Green and Theberton	VP33, VP31	Low to medium	Medium	Medium
Users of the public right of way south of Theberton	VP32	Low	Medium	Medium
Users of the PRoW network between Saxmundham and East Green	VP25, VP26	Low	Medium	Medium
Users of the public right of way between Saxmundham and Leiston	VP22, VP23	Low to medium	Medium	Medium
Users of the PRoW network between Friston and Saxmundham	VP21, VP20, VP16, VP11, VP10, VP2	Low to medium	Medium	Low to medium
Users of the public right of way around The Layers	VP14, VP15	Medium	Medium	Medium
Users of the PRoW network between Knodishall and Coldfair Green	VP7, VP8	Low	Medium	Medium

Visual receptor group	Related viewpoints	Value attached to the view at related viewpoints	Susceptibility to change	Sensitivity
Users of the public open space				
Users of Knodishall Common	VP6	Medium	Medium	Medium

Future baseline

Future baseline developments

Sizewell Link Road (SLR)

13.6.145 The Sizewell C project benefits from development consent granted in 2022. One of the components of the Sizewell C proposals is a new road (referred to as the Sizewell Link Road (SLR)) connecting the A12 near Yoxford with the B1122 approximately 5.5km to the east, bypassing the villages of Yoxford, Middleton Moor, and Theberton. This Link Road is part of the future baseline for all scenarios.

13.6.146 In addition, a coordination opportunity has been identified for the proposed Underground HVDC Cable Corridor in the vicinity of Theberton and Annesons Corner where the Proposed Scheme has the opportunity to align its proposed Underground HVDC Cable Corridor with the proposed SLR route. This has been assessed for landscape and visual effects separately to the alternative route where relevant.

Kiln Lane Substation and Scottish Power Renewables (SPR) East Anglia 1 North (EA1N) and East Anglia 2 (EA2).

Amendments to Kiln Lane Substation Scenario

13.6.147 Kiln Lane Substation has development consent as part of other third-party projects, specifically the SPR EA1N and EA2 windfarms. It is anticipated that Kiln Lane Substation will be delivered under the extant SPR consents by 2028.

In this scenario, Kiln Lane Substation, EAN 1 and EAN 1 are already in place. landscape and visual effects are assessed only for the impact of the amendments to the substation. The baseline in this scenario includes the existing substations.

Full Build out of Kiln Lane Substation Scenario

13.6.148 In this scenario Kiln Lane Substation, EA1N and EA2 have not been built and are not part of the future baseline.

13.7 Embedded design mitigation and control measures

Design and embedded mitigation measures

13.7.1 This section summarises how the LVIA has informed the design of the Proposed Scheme. As described in **Chapter 2 Description of the Proposed Scheme**, a range of measures have been embedded into the Proposed Scheme design to avoid or reduce environmental effects. These measures therefore form part of the design that has been assessed in the LVIA and are listed in **Table 13.14**. Further detail on the methodology for how this mitigation has been informed by the LVIA is provided in **Appendix 13.1 LVIA Methodology**.

13.7.2 Landscape connects people, place and nature. A positive response to the place is crucial in achieving good design, as advised by the Planning Inspectorate in Nationally Significant Infrastructure Projects: Advice on Good Design, published in October 2024. The Planning Inspectorate and other bodies including the Landscape Institute recognise that the impact of infrastructure projects can be extensive and wide ranging. Addressing these impacts means looking beyond the narrow corridor or immediate context of the Proposed Scheme to identify the wider opportunities, for example to enhance natural capital and ecosystem services to deliver net gain. This is echoed by the National Infrastructure Commission's Design Principles for National Infrastructure, which states that "*projects shape the landscape for decades, even centuries. Generations of people will see them, use them and be affected by them every day*" and that well-designed infrastructure "makes a positive contribution to local landscapes within and beyond the project boundary" (National Infrastructure Commission, 2020). Therefore, a positive response to the landscape is crucial in achieving good design. NPS EN-1 includes several policies that are relevant in this context, and which have informed the design of multi-functional mitigation in the design of the Proposed Scheme. Further detail is provided in **Table 13.2**.

13.7.3 The LVIA has informed the iterative design through the scheme development process described in **Chapter 2 Description of the Proposed Scheme**, from the outset. The team of landscape architects leading the LVIA has also informed the project level **Design Principles** for the Proposed Scheme. These project level **Design Principles** address the National Infrastructure Commission's (now the National Infrastructure and Service Transformation Authority) Design Principles for National Infrastructure (Ref 46), which explains that organisations should develop their own vision that embraces the national principles of climate, people, places and value, which are all strongly linked to how the landscape is valued and perceived. A landscape-led approach to design is also advocated by local stakeholders, including the National Landscape and SCC.

13.7.4 Each NCA profile includes Statements of Environmental Opportunity (SEO). These are intended to help guide development and positive land management practices within the NCA and they have been considered in developing the

Design Principles and Masterplans for the Proposed Scheme. The SEOs for NCA 82 are summarised in the profile as follows:

a. SEO 1: Manage the nationally significant coastal landscapes, ensuring that coastal management decisions take full account of landscape, environmental and visual impacts as part of an integrated approach working with coastal processes. Improve people's understanding of the process of coastal change;
b. SEO 2: Manage the components of characteristic productive agricultural landscapes to benefit food production, biodiversity and soil and water quality. Promote sustainable farming practices that are able to adapt to changing agricultural economics, the considerable challenges of climate change and water availability;
c. SEO 3: Increase and enhance public awareness and enjoyment of the distinctive assemblage of historic landscapes. Sustainably manage the agricultural, semi-natural, geological and rich archaeological and historic environment, as well as seeking opportunities for more integrated access to support recreation and education, while protecting the area's wildlife habitats and tranquillity; and
d. SEO 4: Manage the forest plantations, to combine commercial forestry and fuel production with a mix of habitats for rare and endangered plants and animals, enhancing both their capability as a strategic recreational resource and their role in climate change adaptation and regulation.

13.7.5 Landscape architects have actively contributed to multi-disciplinary workshops with the Applicant and environmental, engineering and planning teams to identify strategic environmental opportunities. Workshops were held to establish scope, discuss the landscape integration of the proposed Converter Station, and to discuss the multi-functional environmental mitigation and enhancement measures.

13.7.6 A range of primary measures have been embedded into the design of the Proposed Scheme to avoid or minimise landscape or visual effects or deliver environmental benefits. These measures therefore form part of the design to be assessed. These measures have been defined through the assessment process and in response to design triages for specific parts of the Proposed Scheme.

13.7.7 The **Design Principles** and embedded mitigation measures that the Applicant has developed respond to the policy requirements, published landscape character assessments, consultation responses and fieldwork analysis, to avoid or mitigate the likely adverse effects of the Proposed Scheme and to introduce enhancements where desirable and reasonably practicable. The measures of particular relevance to landscape and visual amenity are listed in **Table 13.14**.

13.7.8 The Masterplan, which was prepared by landscape architects, places the multi-functional environmental mitigation and enhancement measures within the framework of the landscape design. This comprises a series of illustrative drawings, including a Strategic Green Infrastructure plan and plans for the proposed Landfall, proposed Converter Station and substation sites. It has been developed through inter-disciplinary and stakeholder engagement workshops

and has been informed by the results of habitat and arboricultural surveys available at the time, defining broader opportunities to deliver landscape enhancements and Environmental Net Gain.

Control measures

13.7.9 Preliminary control measures are set out in **Appendix 2.1 Outline Onshore Code of Construction Practice** which will manage the effects of construction. The measures of particular relevance to landscape and visual amenity are listed in **Table 13.14**.

13.7.10 The Outline Landscape and Ecology Management Plan (LEMP) will set out the design objectives, functions, prescriptions and the inter-relationships between different environmental elements which form part of the Proposed Scheme. This document will support the general and site-specific **Design Principles** and will describe how the green infrastructure strategy will help deliver the **Design Principles**. It will set out the actions that would be implemented to achieve the successful establishment of proposed planting and the management of existing and proposed habitats within the Proposed Scheme. It will explain how these elements would be designed post-consent to integrate with the wider nature network through the detailed design and how they would be maintained and monitored. This includes consideration of existing landscape and historical character and function, landscape permeability, landform and vegetation whilst integrating biodiversity and nature conservation interests. The Outline LEMP will be developed into a detailed LEMP post-DCO consent for approval.

13.7.11 An Outline Decommissioning Environmental Management Plan (DEMP) would be developed for the Proposed Scheme and submitted with the application for development consent. The Outline DEMP will set out the general principles that are to be followed during the decommissioning of the Proposed Scheme. The mitigation measures outlined in the Outline DEMP would be carried forward to a detailed DEMP, which would be produced by the contractor prior to the commencement of decommissioning of the Proposed Scheme.

Table 13.14: Design and embedded mitigation and control measures relevant to landscape and visual amenity

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
Design and embedded mitigation measures		
LV:1	Defining the Draft Order Limits to minimise physical impacts on the National Landscape and Suffolk Heritage Coast.	Embedded mitigation by design. Definition of the Draft Order Limits to minimise the physical impacts on the National Landscape are considered as

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
		part of the embedded mitigation for the Proposed Scheme.
LV:2	Carefully siting the Proposed Scheme in the landscape to avoid or reduce the loss of existing vegetation and siting permanent buildings and structures to relate to existing landform and vegetation patterns to maximise landscape integration. For example, locating the proposed Converter Station away from existing woodland.	Embedded mitigation by design. The siting of the Proposed Scheme in the landscape is considered as part of the embedded mitigation for the Proposed Scheme.
LV:3	Conserving and responding positively to landscape, ecology and historic features of value, including below-ground features, across the Draft Order Limits.	Embedded mitigation by detailed. Required construction mitigation measures will be set out and secured in the Outline Onshore CoCP.
LV:4	Reducing the working width for open-cut sections from the typical 46m when intersecting sensitive constraints, including vegetation, roads and other features where required.	Embedded mitigation by design. Details regarding open-cut sections will be set out in the Outline Onshore CoCP.
LV:5	Using trenchless construction methods for crossings that would not be generally suited to open-cut excavation, such as to avoid or minimise the loss of existing landscape features of value.	Embedded mitigation by design. Locations for trenchless crossings will be set out in the Outline Onshore CoCP.
LV:6	Reinstating the existing landscape pattern following construction, returning the land to its original profile and condition and replanting vegetation removed to facilitate construction.	Embedded mitigation by design. Further information will be provided in the oLEMP submitted with the application for development consent.
LV:7	Focusing new green infrastructure where there are opportunities to enhance the wider network and the character and condition of the landscape, for example within the National Landscape and its setting.	Embedded mitigation by design. Opportunities for green infrastructure connectivity and enhancement have been considered as part of the embedded mitigation for the Proposed Scheme.
COCP Control Measures		
COCP 1	Minimising the duration and footprint of construction activity where reasonably practicable.	The construction programme and footprint will be set out in the Outline Onshore CoCP.
COCP 2	Maintaining well-managed and tidy construction working areas and site	Construction control measures will be set out in the Outline Onshore CoCP.

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
	compounds to reduce their visual impact and appearance in the landscape.	
COCP 3	Keeping construction lighting to the minimum luminosity necessary for safe working within construction compounds and working areas and where possible, fitting it with motion sensors to reduce the duration of potential light spill in night-time views.	Construction lighting control measures will be set out in the Outline Onshore CoCP.

13.8 Assessment of effects

13.8.1 This section presents a summary of the preliminary assessment of likely significant effects on landscape and visual amenity resulting from the construction, operation and maintenance and decommissioning of the Proposed Scheme. It should be read alongside the detailed assessment of effects on landscape receptors set out in **Appendix 13.2 Landscape Baseline and Effects**, and visual receptors set out in **Appendix 13.3 Visual Baseline and Effects**.

13.8.2 The likely significant effects of the Proposed Scheme have been identified taking into account the embedded design mitigation and control measures. The design incorporates findings from completed surveys and stakeholder engagement carried out to date.

13.8.3 Detailed surveys have not yet been carried out and therefore this assessment is based principally on desk-based surveys and initial fieldwork carried out between early 2023 and April 2025. Mapping, quantification and classification of existing vegetation within the Draft Order Limits and draft Limits of Deviation has not therefore been available to inform the assessment, but will be presented in the subsequent ES.

Landscape effects

13.8.4 The following section provides a summary of the assessment of effects on landscape that would result from the construction, operation and maintenance, and decommissioning of the Proposed Scheme.

13.8.5 A full and detailed assessment of all landscape effects is reported in **Appendix 13.2 Landscape Baseline and Effects**.

13.8.6 The assessment of landscape effects in this section addresses the following:

a. Effects on landscape designations (construction, operation and decommissioning);
b. Effects of construction on landscape character;
c. Effects of year 1 of operation on landscape character; and
d. Effects of decommissioning on landscape character.

13.8.7 The residual effects of the Proposed Scheme on the landscape of construction and at year 15 of operation are set out in **Section 13.10** of this chapter.

Effects on landscape designations

13.8.8 This section considers the likely impacts and effects of the construction, operation and decommissioning of the Proposed Scheme on designated landscapes. This comprises the nationally designated landscape of the National Landscape and on the Suffolk Heritage Coast.

13.8.9 A summary of the effects on landscape is first provided to set the context for each designated landscape. This has then been used to inform an assessment of the likely effects on the Special Qualities.

Suffolk & Essex Coast & Heaths National Landscape

13.8.10 The proposed Landfall Site and the northern part of the HVDC Underground Cable Corridor would be located within the National Landscape. This statutory landscape designation has been a key determinant in refining the design of the preferred option for the Proposed Scheme through the iterative design process, as explained in detail in **Chapter 3 Alternatives and Design Evolution**, to minimise impacts on the designation and its setting.

13.8.11 To provide context, this section first summarises the likely impacts and effects on the character of the landscape within and in the setting of the National Landscape with reference to the LCAs and LLCAs defined by the Applicant and the detailed assessment set out in **Appendix 13.1 LVIA Methodology**. It then considers the likely impacts and effects on the Special Qualities of the National Landscape and its statutory purpose to demonstrate how this has been sensitively located and designed to avoid or reduce adverse effects on the designated area.

Summary of effects on the character of the Suffolk & Essex Coast & Heaths National Landscape

13.8.12 The proposed Landfall and approximately 6.2km of the proposed Underground Cable Corridor would pass through the National Landscape. This would cause physical impacts to landscape features within part of the designated area and wider impacts on its character. Thirteen of the LLCAs defined by the Applicant and within the National Landscape would experience adverse effects during the construction of the Proposed Scheme and effects relating to ten of these would be significant adverse.

13.8.13 LLCA 20: Walberswick coast, which is a seascape character area encompassing the dunes, beach and near shore waters, lies between where offshore construction activity would occur out at sea and the proposed Landfall site. Small vessels accessing Southwold Harbour are common on the horizon and occasionally larger ships pass through the area, but the construction of the Proposed Scheme would increase the scale, frequency and intensity of activity.

This would be perceptible on the skyline, slightly altering the relationship with the coast. Activity within the proposed Landfall site to the west and the eastern end of the proposed Underground HVDC Cable Corridor would also affect this area during construction due to the proximity and higher elevation relative to the coastline. Overall, the magnitude of impact during construction would be medium and the resulting effects would be moderate adverse, which is **significant**. In year 1 of operation that would be very little perception of the Proposed Scheme, apart from some minor scarring of the landscape on the southern edge of Walberswick. Effects would reduce to minor adverse, which is **not significant**, and by year 15 of operation, there would be no perceptible change and no effect to the character of LLCA 20.

13.8.14 There would be no physical changes to the landscape within LLCA 10: Dunwich River open coastal fens or LLCA 19: River Blyth harbour dunes and saltmarsh, which lie behind the coastline. Intervisibility with offshore construction activity relating to the jack-up barge to the east and construction at the proposed Landfall site to the west would affect the setting of these areas, temporarily disrupting the tranquillity of these areas. The magnitude of impact would be medium for LLCA 10 and low for LLCA 19 and the effects would be moderate adverse, which is **significant**. In year 1 of operation, effects within LLCA 10 would reduce to minor adverse, which is **not significant** and there would be no perceptible change within LLCA 19 and by year 15 of operation, there would be no effect for either LLCA.

13.8.15 LLCA 15: Walberswick sandlands fringe is where the most intense and widespread construction activity would occur within the National Landscape, relating to the proposed Landfall and the eastern part of the proposed Underground HVDC Cable Corridor. There would be some localised vegetation removal to facilitate construction, but the existing landscape framework would largely be retained. However, the raised development platform, compounds, tall construction plant and the movement of vehicles would transform the arable field south of Walberswick into a busy construction site, temporarily displacing the arable use and affecting the use and high relative tranquillity of the area for recreation. The magnitude of impact during construction would be very high and the resulting effects would be major adverse, which is **significant**. By year 1 of operation this would have reduced to moderate adverse, which is **significant**.

13.8.16 The proximity of LLCA 17: Walberswick village to the north and west of LLCA 15 means there would also be effects on its setting and tranquillity during construction. The magnitude of impact would be medium, recognising that these impacts would be generally localised in the south of the area, and the effects would be moderate adverse, which is **significant**.

13.8.17 The openness of LLCA 16: Walberswick Common means that there would be intervisibility with construction activity to the west of Walberswick as far as East Sheep Walk. There would be no physical changes to the landscape but there would be perception across the southern part of the area of activity across the

skyline to the south. The magnitude of impact during construction would be medium and the resulting effects would be moderate adverse, which is **significant**. There may be some perception of scaring of the landscape to the south associated with the access to the Draft Order Limits but the character of the area would largely return to its baseline condition in year 1 of operation. The magnitude of impact would be very low, and the resulting effects would be minor adverse, which is **not significant**. There would be no change and therefore no effect by year 15 of operation.

13.8.18 West of Walberswick, the proposed Underground HVDC Cable Corridor would cross parts of LLCA 09: Walberswick Sandlings, LLCA 14: River Blyth sandlands, the centre of LLCA 11: Walberswick sandlands plateau and LLCA 21: Blythburgh sandlands. Physical changes to the landscape within LLCA 09 would be avoided by using trenchless construction techniques beneath East Sheep Walk. There would be some temporary impacts on the surrounding landscape due to activities either side and the magnitude overall would be low, and the resulting effects would be moderate adverse, which is **significant**. Within LLCA 14 there would be some open cut construction, displacing the arable land but no vegetation would need to be removed. The larger part of LLCA 14 to the north of the B1387 The Street would not be affected. The magnitude of impact would be medium and the effects would be moderate adverse, which is **significant**. Within LLCA 21 there would be open cut construction displacing land used for arable and pig farming. The magnitude of impact would be medium and the effects would be moderate adverse, which is **significant**. The largest change would be localised within the plateau landscape of LLCA 11, which would physically impact approximately a quarter of the area. This would necessitate the removal of some sections of hedgerow. The magnitude of impact would be high and the resulting effects would be major adverse, which is **significant**. In year 1 of operation the magnitude of impact for LLCA 09, LLCA 14 and LLCA 21 would have reduced to very low and for LLCA 11 to low, the latter resulting in moderate adverse effects, which is **significant**. This reflects the localised scaring of the landscape that would remain. By year 15 of operation there would be no perceptible change to the character of the landscape and therefore no effects.

13.8.19 The remaining LLCAs that fall within the National Landscape would experience effects which are **not significant** in any scenario. These are LLCA 12: Blythburgh, LLCA 13: River Blyth intertidal flats and LLCA 18: River Blyth coastal levels.

13.8.20 In summary, there would be extensive construction activity within the designated area to the south and west of Walberswick, relating to the presence of construction compounds, haul roads and access, excavation, temporary earthworks and the plant and machinery. There would be some localised vegetation removal, but this would be limited as most existing vegetation would be retained through the use of trenchless construction techniques. Tranquillity within the designated area would be reduced locally within the Draft Order Limits and the surrounding area through noise, movement and lighting. These activities

would cause temporary harm to landscape features within the Draft Order Limits, extending to wider effects on the character of the landscape.

13.8.21 **Table 13.15** below provides a summary of these likely effects on the LLCAs which fall within the National Landscape.

Table 13.15: Summary of effects LLCAs within the National Landscape

LCA/LLCA within the National Landscape	Construction/ decommissioning resulting effect	Year 1 of operation resulting effect	Year 15 of operation resulting effect
LLCA 09 Walberswick Sandlings	Moderate adverse **(significant)**	Minor adverse **(not significant)**	Minor adverse **(not significant)**
LLCA 10 Dunwich River open coastal fens	Moderate adverse **(significant)**	Minor adverse **(not significant)**	No effect
LLCA 11 Walberswick sandlands plateau	Major adverse **(significant)**	Moderate adverse **(significant)**	Negligible adverse **(not significant)**
LLCA 12 Blythburgh	Minor adverse **(not significant)**	No effect	No effect
LLCA 13 River Blyth intertidal flats	Minor adverse **(not significant)**	No effect	No effect
LLCA 14 River Blyth sandlands	Moderate adverse **(significant)**	Minor adverse **(not significant)**	Negligible adverse **(not significant)**
LLCA 15 Walberswick sandlands fringe	Major adverse **(significant)**	Moderate adverse **(significant)**	Negligible adverse **(not significant)**
LLCA 16 Walberswick common	Moderate adverse **(significant)**	Minor adverse **(not significant)**	No effect
LLCA 17 Walberswick village	Moderate adverse **(significant)**	Minor adverse **(not significant)**	No effect
LLCA 18 River Blyth coastal levels	Minor adverse **(not significant)**	No effect	No effect
LLCA 19 River Blyth Harbour dunes and saltmarsh	Moderate adverse **(significant)**	No effect	No effect
LLCA 20 Walberswick coast	Moderate adverse **(significant)**	Minor adverse **(not significant)**	No effect
LLCA 21 Blythburgh sandlands	Moderate adverse **(significant)**	Minor adverse **(not significant)**	Negligible adverse **(not significant)**

Effects on the setting of the Suffolk & Essex Coast & Heaths National Landscape

13.8.22 There is also potential for the construction, operation and decommissioning of the Proposed Scheme located outside of the designated area of the National Landscape to affect its setting. This section describes the likely impacts and effects on the setting with reference to the relevant LCAs defined in **Section 13.7** and reported in **Section 13.8** and **13.10** of this chapter.

13.8.23 Construction activity relating to the proposed Underground HVDC Cable Corridor within LCA B3: Yox Valley would run north to south through the centre of the area, approximately 1.5km to the west of the National Landscape at its closest point. The important habitat of Darsham Marshes, which are functionally connected to the National Landscape by the Minsmere River and its associated habitats, would be protected by use of a trenchless crossing. Some existing vegetation would be removed to facilitate construction in other areas where the route intersects existing field boundaries. Construction activity would result in visual, noise and movement disturbance which would reduce the tranquillity of the area locally, but these effects are unlikely to extend to the National Landscape. The magnitude of impact during construction has been assessed as medium and the result effects would be moderate adverse, which is **significant**. In year 1 of operation the pattern of the landscape would have been restored, although proposed planting would not have established. The magnitude of impact has been assessed as low and the resulting effects would be minor adverse, which is **not significant**. By year 15 of operation the proposed planting would have fully established and there would be barely any perceptible change in the character of LCA B3 compared to the baseline and the magnitude of impact would be very low, resulting in negligible adverse residual effects.

13.8.24 LCA K2: Dunwich and Westleton Sandlands extends west from the coast beyond the boundary of the National Landscape, encompassing the settlement of Westleton, which lies just outside. Part of the proposed Underground HVDC Cable Corridor would extend across the western part of the area, south of Hinton and also a short section west of Westleton. The magnitude of impact has been assessed as high during construction for this LCA owing to the extent of construction activity across several parts of the area. This would alter the perception of the setting of the National Landscape, introducing intense activity that would reduce tranquillity locally. Excavations to lay the proposed Underground Cables would temporarily affect field patterns and would require some localised vegetation removal. The resulting effects would be moderate adverse during construction, which is **significant**. In year 1 of operation the magnitude of impact would be low and the resulting effects would be moderate adverse, which is **significant**. This reflects the scarring of the landscape that would persist, including gaps in hedgerows before proposed planting had established. By year 15 of operation this planting would have fully established, restoring the integrity of field boundaries. There would be barely any perceptible change to the character area the magnitude of impact would be very low,

resulting in minor adverse residual effects, including on the setting of the National Landscape.

13.8.25 LCA K3: Aldringham and Friston Sandlands lies in the southern part of the study area and also overlaps the boundary of the National Landscape. The Applicant has also defined LLCA 02 to consider the effects on the northern part of LCA K3 in more detail. The part of LCA K3 within the setting lies to the north of the A1094 Farnham Road and including part of the site of the proposed Kiln Lane Substation and proposed Underground HVAC Cable Corridor. In the Amendments to Kiln Lane Substation Scenario, the magnitude of impact in construction for LCA K3 has been assessed as low and for and LLCA 02 as medium, considering the context of the existing substation and overhead power lines that are already in the setting of the National Landscape. The resulting effects would be moderate adverse, which is **significant**. In Full Build Out of Kiln Lane Substation Scenario, the magnitude of impact in construction relating to LCA K3 would be medium and the resulting effects would be moderate adverse effects, which is **significant**. For LLCA 02, this has been assessed as major adverse in consideration of the more localised impacts at this scale. In year 1 of operation the magnitude of impact would be low in both Kiln Lane Substation scenarios for LCA K3. This reflects the localised impacts relating to the proposed Kiln Lane Substation, of which there would be no perception across the majority of LCA K3, including within the National Landscape. This would result in minor adverse effects, which is **not significant**, and which would persist beyond year 15 of operation. This concludes that residual effects in year 15 of operation would be minor adverse in both Kiln Lane Substation scenarios, which **is not significant**. For LLCA 02, moderate adverse effects are predicted at the local scale, which is **significant**, reducing to minor adverse and **not significant** by year 15 of operation.

13.8.26 In summary, effects on the setting of the National Landscape would extend west from the boundary into parts of LCA B3, LCA K2 and LCA K3 defined at the district level. Physical impacts on the landscape pattern and disturbance to the character and tranquillity would occur throughout the construction phase and this would also be perceptible in parts of the designated area close to the boundary. Consequently, there would be significant adverse effects in all three areas during construction. In year 1 of operation the scarring of the landscape above the proposed Underground Cable Corridors would still be evident and significant adverse effects would persist in LCA K3. The residual effects relating to all three LCAs would not be significant by year 15 of operation following the establishment of proposed planting. Restrictions on planting trees above the proposed Underground Cable Corridors and within the easement mean that there may be some localised differences compared to the baseline where vegetation removed to facilitate construction has been replaced, but these changes would be barely perceptible.

Effects on the Special Qualities of the Suffolk & Essex Coast & Heaths National Landscape

13.8.27 A preliminary assessment of the likely effects on the Special Qualities of the National Landscape is set out in **Appendix 13.2 Landscape Baseline and Effects**. There is no England specific guidance on how to assess the effects on Special Qualities. This LVIA follows the four-step approach described in the Special Landscape Qualities - Guidance on assessing effects developed by NatureScot and reported in **Appendix 13.1 LVIA Methodology**. Although this methodology was developed for designated landscapes in Scotland, the approach and principles are also considered relevant to designated landscapes in England where Special Qualities have been defined. These Special Qualities have and would continue to inform the iterative design of the Proposed Scheme, including the mitigation and enhancement measures.

13.8.28 Step 1 identified that the aspects of the Proposed Scheme that have the potential to give rise to impacts and effects on the Special Qualities of the National Landscape. These relate principally to temporary changes in the landscape fabric and activity during the construction phase and the establishment of mitigation and enhancement measures to restore the landscape above the proposed Underground Cable Corridors in the operational phase.

13.8.29 Step 2 first identifying the relevant Special Qualities identified at scoping and refined during subsequent study. This concluded that all of the Natural Beauty and Special Quality indicators identified by the National Landscape are relevant and the results of this assessment are summarised below. Step 2 also defined the study area for considering the potential impacts and effects on the Special Qualities of the National Landscape. This relates to the proposed Landfall site, extending offshore to the east as far as the proposed jack-up barge and west along the route of the proposed Underground HVDC Cable Corridor to south of Blythburgh. The section between Blythburgh and Theberton lies within the setting. A southern extension to the study area extends north from the National Landscape to include the site of the proposed Kiln Lane Substation, which also lies in the setting.

13.8.30 Step 3 comprised the assessment of the potential impacts and effects on the Special Qualities, which is summarised below.

13.8.31 Natural Beauty: Landscape quality – construction would cause physical changes to the landscape associated with removal of vegetation on some field boundaries to facilitate construction of the proposed Underground Cable Corridors. These impacts would relate to the more commonplace features of the landscape. Sensitive landscape features, such as the heathland, wetland and forest would be retained. The nature of construction activity means that it would be visible from the surrounding landscape and parts of the North Sea to the east, temporarily changing the perception of the area. Following construction, vegetation removed to facilitate construction would be reinstated. It would take time for this planting

to establish, but by year 15 of operation there would be barely any perceptible change to the quality of the landscape in the study area.

13.8.32 Natural beauty: Scenic quality - construction of the Proposed Scheme would interrupt the scenic quality of the landscape within the National Landscape between Walberswick and the southern edge of Blythburgh. This would include views of offshore construction activity. There would also be some intervisibility with the western edge of the designation within the setting as far south as Theberton, but this would be limited by dense woodland and trees. Scenic quality in the southern part of the study area would be reduced by the construction of the proposed Kiln Lane Substation, but the sensitivity of these views is lower, reflecting the agricultural character of the landscape and the existing overhead power lines. The establishment of proposed planting means that by year 15 of operation there would be a barely perceptible change to scenic quality.

13.8.33 Natural beauty: Relative wildness - The sense of relative wildness would be temporarily reduced in the area around the proposed Landfall, extending east into the North Sea and south across the northern part of the marshes and dunes, where noise and visual disturbance could draw attention away from the natural habitats. There would be some perception to the west of Walberswick within the edges of the heaths and commons, including East Sheep Walk and parts of Walberswick Common. In operation, the lack of proposed above ground infrastructure means that there would be very little perception of changes to the sense of wildness.

13.8.34 Natural beauty: Relative tranquillity - the sense of relative tranquillity would be temporarily reduced in the area around the proposed Landfall due to the construction of the Proposed Scheme. These effects would extend east into the North Sea and across the northern part of the marshes and dunes to the south, where noise and visual disturbance could draw attention. There would be some perception to the west of Walberswick within the edges of the heaths and commons, including East Sheep Walk and parts of Walberswick Common. There may also be some reduction in tranquillity within the National Landscape and its setting south of Blythburgh to Theberton. In the southern part impacts on tranquillity would extend across a relatively wide area in and around Friston. The lack of proposed above ground infrastructure in the northern part of the study area means that there would be very little perception of changes to the sense of tranquillity in operation. In the south, the proposed Kiln Lane Substation would extend the influence of infrastructure around Friston, reducing the relative tranquillity of the landscape in the setting of the National Landscape.

13.8.35 Natural beauty: Cultural heritage – temporary impacts incurred through changes in the setting of the village of Walberswick as a result of the construction of the proposed Landfall and the proposed Underground HVDC Cable Corridor would be cease following restoration of the rural, agricultural landscape. The cultural heritage indicators would return to the current baseline. Permanent impacts on the archaeological resource within the footprint of the proposed Landfall and the

proposed Underground HVDC Cable Corridor would result in a loss of archaeological features. However, the application of a robust mitigation strategy of excavation and recording presents an opportunity to enhance the understanding of the evolution of settlement and historic activity within the surrounding area.

13.8.36 Special Qualities: Health and wellbeing - Construction activity relating to the Landfall would disrupt the enjoyment of the PRoW leading south from Walberswick into the marshes, dunes and beach, but would dissipate with distance. Enjoyment of the common land to the west of the village could also be affected by construction activity in proximity and in the south of the study area, around site of the proposed Kiln Lane Substation and associated access road and the proposed Underground HVAC Cable Corridor. These effects would largely cease following construction and would be restored through planting, which would be fully established by year 15 of operation.

13.8.37 Special Qualities: Community - Construction is likely to cause some temporary adverse effects for the communities of Walberswick and Friston and disrupt their sense of relationship with the surrounding landscape. This includes enjoyment of the PRoW and common land, but less likely within the villages. Following construction, disruption to the relationships between the local communities and the surrounding landscape would cease. Scarring of the landscape would gradually diminish such that by year 15 of operation the proposed planting would be fully established.

13.8.38 Special Qualities: Economy – the Proposed Scheme would create construction jobs, benefitting the economy through accommodation and food and drink services, for example.

13.8.39 Special Qualities: Ecosystem goods and services – An assessment of ecosystem goods and services has not been caried out for the Proposed Scheme. Further detail will be provided in the application for development consent.

13.8.40 Step 4 provides a summary of effects the Special Qualities and the implications for the nationally designated landscape. It concludes that there would be some temporary impacts on most of the Natural Beauty and Special Quality indicators during the construction phase as summarised above. Physical impacts would result in effects within the Draft Order Limits, but would extend across parts of the wider landscape, particularly to the south and west of Walberswick. Construction would also disrupt tranquillity within parts of the landscape within the National Landscape and its setting south of Blythburgh to Theberton and within the setting around Friston. These temporary effects of construction would be reduced through the application of the measures set out in **Appendix 2.1 Outline Onshore CoCP**.

13.8.41 Within 15 years of operation the proposed planting would have established to mitigate, reinforce and where reasonably practicable enhance the existing landscape compared to the baseline conditions. No permanent above ground

infrastructure is proposed within the National Landscape. The only above ground infrastructure proposed within the setting of the National Landscape would be the proposed Kiln Lane Substation. This would be located in the context of the existing overhead power lines which cross the area. Overall, the permanent long-term impacts on the landscape are not likely to compromise the Special Qualities of the National Landscape.

Effects on the statutory purpose of the Suffolk & Essex Coast & Heaths National Landscape

13.8.42 The assessment above notes that there would be significant adverse effects on ten of the LLCAs defined within the National Landscape and all three of the LCAs defined at the district level that fall within the setting during construction. Of these receptors, effects on LLCA 11 Walberswick sandlands plateau and LLCA 15 Walberswick sandlands fringe within the designation would experience major adverse effects. These effects arise because of the very high sensitivity of the landscape despite the relatively localised extent of the impacts. The assessment of the likely effects on the Special Qualities of the National Landscape also highlights the temporary harm that would be caused to natural beauty and to people's place attachment with the landscape locally. These effects would extend in particular around the site of the proposed Landfall, to the south and west of Walberswick but also out to sea. The construction of the proposed Kiln Lane Substation and associated access road in the south would cause some impacts on the relative tranquillity qualities of the National Landscape through changes in its setting. It is evident therefore that there will be temporary harm to the statutory purpose of the National Landscape during construction, which is to conserve and enhance its natural beauty.

13.8.43 No permanent above ground infrastructure is proposed within the National Landscape but the proposed Kiln Lane Substation is proposed within its setting. The design has sought to avoid or minimise long term impact on the National Landscape by committing to using trenchless construction techniques to cross sensitive landscape features, such as watercourses and woodland. The LVIA has identified significant effects in year 1 of operation within LLCA 11: Walberswick sandlands plateau, which forms part of the larger LCA K3, which extends beyond the boundary of the National Landscape into its setting. Therefore, harm to statutory purpose of conserving and enhancing the National Landscape would persist into the early years of operation. However, the planting proposed to reinstate vegetation removed to facilitate construction would have fully established by year 15 of operation such that there would be no or barely any perceptible change within the National Landscape and the majority of its setting. The exception would be within LCA K3 and LLCA 02, which lie to the north of the National Landscape and include the site of the proposed Kiln Lane Substation, where residual effects would be minor adverse and **not significant**. The Kiln Lane Substation would be sited such that existing mature vegetation and proposed planting would provide substantial enclosure. In conclusion, during operation the

natural beauty of the National Landscape would be conserved, and the Proposed Scheme would not compromise its statutory purpose to conserve and enhance natural beauty. The Applicant is continuing to seek opportunities to further this purpose in dialogue with relevant stakeholders, including the Suffolk & Essex Coast & Heaths National Landscape Partnership. Further information will be provided in the application for development consent.

Landscape effects of construction

National Character Areas

NCA 82 Suffolk Coasts and Heath

13.8.44 Construction would occur across approximately 21km of NCA 82: Suffolk Coast and Heaths. This would be in the central part of the character area, in a relatively narrow corridor. The construction work within Section D (see **Figure 2.1 Zoning Plan**) would take place in and around some of the most characteristic landscapes of this NCA but given the scale of the character area and the extent of the works, the magnitude of impact is considered to be low. The high sensitivity assessed against the low magnitude of impact would result in minor adverse effects during construction, which is **not significant**.

County Landscape Character Areas

Suffolk Seascape Character Assessment

13.8.45 SCT 03 Nearshore Waters would be impacted by construction activity related to the proposed Landfall and offshore activity including the jack-up barge and the movement of associated vessels. This activity would be localised in part of SCT 03 where there is a strong relationship between the coastal settlements of Walberswick and Southwold and the dune and marshland habitats which line the coast. The character of the majority of the SCT 03 would not be affected. Given the scale of the character area and the localised extent of the works, the magnitude of impact would be low. The high sensitivity assessed against the low magnitude of impact would result in minor adverse effects, which is **not significant**.

District Landscape Character Areas

13.8.46 Of the ten LCAs defined from the Suffolk Coastal Landscape Assessment and the Waveney District Landscape Assessment that coincide with the study area, seven would experience likely significant effects during construction. These are addressed below.

13.8.47 The effect to the landscape and character of J3 Blyth Estuary and 01 Benhall Estate would not be significant. There would be no changes to the physical landscape or the character of B2 Blyth Valley due to the distance from the Draft Order Limits and the density of intervening vegetation and built form. These effects are reported in **Appendix 13.2 Landscape Baseline and Effects**.

LCA L1 Heveningham and Knodishall Estate Claylands

13.8.48 This LCA coincides with LLCA 02, 04, 05, 06, 08, and 21. Physical impacts of construction would stretch south to north, along the eastern side of the LCA with the central and northern part related to the proposed HVDC Cable Corridor and the proposed Underground HVAC Cable Corridor, the proposed Converter Station and the proposed Kiln Lane Substation in the south. Although trenchless crossings would avoid the removal of the most valuable habitats (see **Chapter 8 Ecology and Biodiversity** for further detail), sections of hedgerow and other vegetation would need to be removed on field boundaries where the cable route crosses arable land. In the south, the impacts would be greater, with large construction compounds, earthworks and the building of large-scale buildings, in addition to open trench excavation. Relative tranquillity would be reduced by visual, noise and movement disturbance in proximity to the Draft Order Limits. The magnitude of impact would be high. This, assessed against the medium sensitivity of the area, would result in moderate adverse effects, which is **significant**.

LCA B3 Yox Valley

13.8.49 This LCA does not coincide with any LLCA. Construction activity relating to the proposed Underground HVDC Cable Corridor would run north to south through the centre of the area. The important habitat of Darsham Marshes would be protected by use of a trenchless crossing, but vegetation would be removed to facilitate construction in other areas across field boundaries, and the area would experience visual, noise and movement disturbance. The magnitude of impact would be medium. This, assessed against the high sensitivity would result in moderate adverse effects, which is **significant**.

D2 Westwood and Dingle Marshes

13.8.50 This LCA coincides with LLCA 09, 10, 15, 17, 19 and 20. It is the host landscape for the proposed Landfall Site, approximately 1km of to the proposed Underground HVDC Cable Corridor in Section D, and a haul road. The construction of the proposed Landfall would involve earthworks, displacement of arable land, lighting, noise, movement, and visual disturbance. Construction activity would include approximately three weeks of drilling, 24 hrs a day. The proposed Underground Cable Corridor and haul road construction would involve the removal of field boundaries, displacement of arable farmland and visual disturbance with construction compounds. These impacts would be localised and the southern and westernmost parts of the LCA would not be affected. The magnitude of impact would be medium. This, assessed against the very high sensitivity would result in moderate adverse effects during construction, which is **significant**.

K2 Dunwich and Westleton Sandlands

13.8.51 LCA K2 coincides with LLCA 09, 11, 12, 13, 14, 16 and 17, 18 and 21. This is a large LCA through which several long stretches of construction activity would occur, related to the proposed Underground HVDC Cable Corridor, both open cut and trenchless, mainly along the northern spur of the LCA. This work would involve the removal of vegetation on field boundaries, the presence of construction compounds, haul roads and the displacement of arable land. The tranquillity of the area near to construction would be adversely affected by drilling, excavation, construction compounds, task lighting and the associated noise and visual disturbance. These impacts would be relatively localised but would occur across a large part of the LCA and the magnitude of impact would be medium. This, assessed against the very high sensitivity would result in moderate adverse effects in construction, which is **significant**.

K3 Aldringham and Friston Sandlands

13.8.52 This LCA coincides with LLCA 01, 02 and 03. There are two scenarios for the proposed Kiln Lane Substation, construction of which would take place in this LCA. The first scenario would involve the construction of additional infrastructure at the existing Kiln Lane Substation, pursuant to the EA1N/EA2 consents. In the second scenario, a new substation would be constructed as part of the Proposed Scheme, and this would include works to pylons in the area and construction of an access road.

13.8.53 The LCA is large, so the change would be relatively localised. The magnitude of impact would range from low to medium and in both Kiln Lane Substation scenarios, this assessed against the high sensitivity would result in moderate adverse effects in construction, which is **significant**.

LCA B4 Fromus Valley (proposed Underground HVAC Cables northern route option)

13.8.54 This LCA coincides with LLCA 02, 05, 06, 07, and 08. This is a relatively small LCA and its sensitivity is high. The northern option would not physically impact this area but the southern one would (see **Paragraph 13.8.55** below). Construction activity would be limited to the construction and use of the access road for the construction of the proposed Converter Station. This would change the approach to, and setting of Saxmundham, cutting across the historic parkland of Hurts Hall. This, and construction activity associated with the proposed Converter Station, would reduce the sense of relative tranquillity. The southern part of LCA B4 would not be affected and overall, the magnitude of impact would be medium. This, assessed against the high sensitivity, would result in moderate adverse effects, which is **significant**.

LCA B4 Fromus Valley (proposed Underground HVAC Cables Southern route option)

13.8.55 The southern route option for the proposed Underground HVAC Cable Corridor would physically impact this area further as a stretch of this route would cross

this character area. The magnitude of impact would be medium. This, assessed against the high sensitivity, would result in moderate adverse effects, which is **significant**.

LCA F2 Southwold Coast

13.8.56 This LCA coincides with LLCA 18 and 19. This LCA would not be physically affected, but its proximity to the proposed Landfall site and offshore construction activity means its setting would be temporarily affected. The jack-up-barge and vessels close to shore would affect the scenic value of the area and potentially the recreational appeal of the coastal waters. Tranquillity would be affected by the visual and movement disturbance of activity in the nearshore waters and with tall cranes at the proposed Landfall Site in the distance. The magnitude of impact would be low, which assessed against the very high sensitivity, results in moderate adverse effects, which is **significant**.

Local Landscape Character Areas

13.8.57 This section provides a summary of the likely significant effects on the LLCAs defined by the Applicant that would result from the construction of the Proposed Scheme. The assessment has been summarised according to the two groups of LLCAs within the study area set out in **Section 13.6** above.

13.8.58 Effects on LLCAs which are not significant are reported in **Appendix 13.2 Landscape Baseline and Effects**.

Saxmundham – Friston (Section A and B1)

13.8.59 Of the eight LLCAs in this section, six would experience likely significant effects during construction. These are addressed below.

LLCA 02 Friston Sandlands (Amendments to Kiln Lane Substation Scenario)

13.8.60 Construction of the Amendments to Kiln Lane Substation Scenario would be located partly in this LLCA, which is in the setting of the National Landscape. The construction would result in temporary changes through the introduction of compounds and construction of the substation extensions. Whilst this would be in the context of the existing overhead power lines which cross the area, it would introduce noise and visual disturbance which would reduce relative tranquillity locally. The majority of the LLCA, including blocks of mature woodland, would be unaffected, retaining the pattern of the landscape surrounding the Draft Order Limits. The magnitude of impact would be medium and this, assessed against the medium sensitivity of LLCA 02, would result in moderate adverse effects, which is **significant**.

LLCA 02 Friston Sandlands (Full Build of Kiln Lane Substation Scenario)

13.8.61 Construction of the Full Build out of Kiln Lane Substation Scenario, would mostly be located in this LLCA, which is in the setting of the National Landscape. Construction would result in large scale changes through the introduction of

compounds, earthworks, construction of the substation structures, an access road and erection of pylons. Whilst this would be in the context of the existing overhead power lines which cross the area, it would introduce noise and visual disturbance which would reduce relative tranquillity. Some areas of the LLCA, including blocks of mature woodland, would be unaffected, retaining the pattern of the landscape surrounding the Draft Order Limits. The magnitude of impact would be very high and this, assessed against the medium sensitivity of LLCA 02, would result in major adverse effects, which is **significant**.

LLCA 03 Friston (Amendments to Kiln Lane Substation Scenario)

13.8.62 Construction of the Amendments to Kiln Lane Substation Scenario would be located less than 500m from the village of Friston. As a result, there would be temporary impacts on the setting and perceptual characteristics of this settlement. The magnitude of impact would be medium, and this, assessed against the medium sensitivity of the LLCA, would result in moderate adverse effects, which is **significant**.

LLCA 03 Friston (Full Build out of Kiln Lane Substation Scenario)

13.8.63 Construction of the Full Build out of Kiln Lane Substation Scenario would be located less than 500m from the village. As a result, there would be temporary impacts on the setting and perceptual characteristics of this settlement. The construction would include an access road and pylon works which will extend the affected area and may physically affect this character area. The tranquillity of the setting of the village would change for the duration of construction (18-24 months). The magnitude of impact would be high and this, assessed against the medium sensitivity of the LLCA, would result in moderate adverse effects, which is **significant**.

LLCA 04 Knodishall Claylands (Amendments to Kiln Lane Substation Scenario)

13.8.64 For the Amendments to Kiln Lane Substation Scenario, this LLCA would not be physically affected. However, construction activity relating to the proposed Underground HVDC Cable Corridor, the proposed Underground HVAC Cable Corridor, the proposed Saxmundham Converter Station and the proposed Kiln Lane Substation would be located approximately 0.5km from the boundary of this LLCA to the north and east. As a result, there would be temporary impacts on the setting and perceptual character due to the low lying topography, limited by blocks of intervening woodland. The magnitude of impact would be medium and this, assessed against the medium sensitivity of the LLCA, would result in moderate adverse effects, which is **significant**.

LLCA 04 Knodishall Claylands (Full Build out of Kiln Lane Substation Scenario)

13.8.65 For the Full Build out of Kiln Lane Substation Scenario, LLCA 04 would only be physically affected by works to existing overhead power lines and a potential access route. However, construction activity relating to the proposed Underground HVDC Cable Corridor, the proposed Underground HVAC Cable

Corridor, the proposed Saxmundham Converter Station and the proposed Kiln Lane Substation would be located approximately 0.5km from the boundary of this LLCA to the north and east. There would be additional construction activity to the south of the LLCA with construction of a temporary haul road. As a result, there would be temporary impacts on the setting and perceptual character due to the low lying topography, limited by blocks of intervening woodland. The magnitude of impact would be medium and this, assessed against the medium sensitivity of the LLCA, would result in moderate adverse effects, which is **significant**.

LLCA 05 Saxmundham East Claylands

13.8.66 There would be extensive construction activity across the majority of LLCA 05 Saxmundham East Claylands, the host landscape for the proposed Converter Station. This would include establishment of construction compounds close to the B1119 and the movement of construction plant and vehicles involved in earthworks excavation and reprofiling and construction of the proposed buildings and structures. Tall tower cranes would extend above the skyline in the western part of the area. Together these changes would alter the perception of the gateway to Saxmundham to the west from rural to a major construction site. Existing vegetation would largely be retained, limiting the extent of effects to the south. The magnitude of impact would be very high and this, assessed against the medium sensitivity of LLCA 05, would result in major adverse effects during construction, which is **significant**.

LLCA 06 River Fromus

13.8.67 The construction of the access road over the River Fromus for the proposed Converter Station LLCA 06 River Fromus Valley Meadowlands would involve the removal of some existing vegetation, which would affect both character setting and integrity of landscape features. This would include part of the plantation woodland south of Hurts Hall, on the banks of the River Fromus, and across existing historic parkland. The landscape character of the parkland and farmland south of Hurts Hall would be affected, and its function as a scenic setting to the entry for Saxmundham would be diminished. The southern part of LLCA 06 and the hamlet of Sternfield would be largely unaffected because of intervening mature woodland blocks. However, temporary noise impacts due to the proximity of the construction of the access road would affect tranquillity locally. There would be no physical changes and very limited perception of construction activity in the southern half of LLCA 06, beyond the B1121 because of the mature trees and woodland in the river value. Overall, the magnitude of impact would be high. This, assessed against the high sensitivity of the LLCA, would result in major adverse effects, which is **significant**.

LLCA 08: Saxmundham

13.8.68 LLCA 08 Saxmundham would not be physically affected by the construction of the Proposed Scheme and the lower elevation of Saxmundham relative to the proposed Converter Station Site means that there would be no perception of the

construction activity within the majority of the town. However, its proximity to the proposed Converter Station Site means that there would changes to its rural setting and at a key gateway to the town from the east, which is on a key route to the coast. There would be extensive change within this setting, with construction compounds, access roads, earthworks and construction of the proposed Underground Cables, buildings and structures replacing the open arable land to the south of the B1119 in the open landscape. Tower cranes and other tall plant would extend above the skyline, increasing the sense of scale on the horizon. The intense construction activity would introduce movement and noise close to LLCA 08, slightly reducing tranquillity on the eastern edge of the town. The magnitude of impact would be medium and this, assessed against the medium sensitivity, would result in moderate adverse effects, which is **significant**.

Blythburgh to Walberswick (Section D)

13.8.69 Of the 13 LLCAs in this section, nine would experience likely significant effects during construction. These are addressed below.

LLCA 09 Walberswick Sandlings

13.8.70 LLCA 09 Walberswick Sandlings lies wholly within the National Landscape. The majority of the LLCA to the north of the B1387 and to the south of Lodge Lane would not be directly affected, with potentially some perception of construction activity in proximity. This is because the land falls away to the north and south and is cloaked in dene scrub and trees.

13.8.71 A short section of approximately 28m of the proposed Underground HVDC Cable Corridor would cross the centre of the area via a trenchless crossing to avoid disturbance to the sensitive heathland habitat and distinctive landscape feature of East Sheep Walk. The drilling equipment located either side of East Sheep Walk, the related construction compound, the open construction of the proposed Underground HVDC Cable Corridor and construction traffic on the B1387 would reduce the tranquillity locally. It is assumed that the Sandlings Walk long-distance promoted route and open access land would remain publicly accessible during construction, increasing the awareness of construction. The trenchless crossing means that the connectivity of this landscape for wildlife and recreation, which is integral to its function and character, would be retained. The majority of the area, which lies on lower land to the north and south means that impacts would be localised to the centre. The magnitude of impact would be low and this, assessed against the very high sensitivity of the LLCA, would result in moderate adverse effects during construction, which is **significant**.

LLCA 10 Dunwich River Open Coastal Fens

13.8.72 The proposed offshore HVDC Cable Corridor would run beneath LLCA 10 to the proposed Landfall and no construction activity is proposed within LLCA 10. However, there would be changes in the setting as a result of offshore vessels in the North Sea to the east and construction activity associated with the proposed

Landfall site and the proposed Underground HVDC Cable Corridor to the west. The openness of the landscape means that these activities would be perceptible across the eastern part of this LLCA, where the presence and operation of tall plant and the movement of vehicles within the proposed Landfall site would disrupt the high levels of relative tranquillity within the Old Town and Corporation Marshes. Higher ground and woodland to the north means that there would be no perception of these activities within the Westwood Marshes at the western end of this LLCA. The magnitude of impact would be medium and this, assessed against the very high sensitivity of LLCA 10, would result in moderate adverse effects, which is **significant**.

LLCA 11 Walberswick Sandlands Plateau

13.8.73 LLCA 11 Walberswick Sandlands Plateau is a host landscape for approximately 2.4km of the proposed Underground HVDC Cable Corridor and the haul road that would be constructed alongside it. It lies wholly within the National Landscape. The majority of this area comprises large arable fields which do not contribute strongly to the natural beauty and special quality indicators of the National Landscape. Two trenchless crossings are proposed to avoid disturbance to the sensitive heathland habitat and distinctive landscape feature of East Sheep Walk and under Dunwich Road. Construction compounds related to these trenchless crossings and a large secondary construction compound is proposed at the corner of Dunwich Road and the B1387. Arable farmland would be temporarily displaced and several short sections of hedgerow on field boundaries would be removed to facilitate construction. Further vegetation removal may be required for the haul road and an access route to reach the haul road from the B1387. This is an open landscape and these impacts would be localised, largely within the centre of large arable fields. Although the landscape is open, its higher elevation relative to the surrounding landscape and mature roadside vegetation would limit the geographical extent of effects on the wider setting to the north and south. However, it would alter the perception of the rural approach to Walberswick from the west as construction activity would be perceptible across a large area from the B1387 where there are gaps in the roadside vegetation. Overall, the magnitude of impact would be high. This, assessed against the high sensitivity of LLCA 11, would result in major adverse effects during construction, which is **significant**.

LLCA 14 River Blyth Sandlands

13.8.74 LLCA 14 River Blyth Sandlands is a host landscape for a short 40m section of the proposed Underground HVDC Cable Corridor to the south of the B1387. It lies wholly within the National Landscape. The majority of LLCA 14, which lies to the north of the B1387 would not be affected because of the dense vegetation within Tinker's Walks and around Eastwood Lodge Farm. Arable land to the south of the B1387 would be temporarily displaced to accommodate construction of the Underground Cable Corridor and the associated haul road. There would also be a

construction compound for a trenchless crossing located to the west of this area. This area includes a short stretch of the B1387, the only route into the coastal village of Walberswick and the rural scene setting that it creates is key to the character of that location. Construction activity would alter the perception of the rural approach to Walberswick from the west as construction activity would be perceptible to the south of the B1387 where there are gaps in the roadside vegetation. These effects would be localised and overall, the magnitude of impact would be medium and this, assessed against the high sensitivity of the area, would result in moderate adverse effects, which is **significant**.

LLCA 15 Walberswick Sandlands Fringe

13.8.75 LLCA 15 Walberswick Sandlands fringe is the host landscape for the proposed Landfall and approximately 1km of the proposed Underground HVDC Cable Corridor. It lies wholly within the National Landscape. Construction compounds and intense construction activity would be located within the centre of the proposed Landfall site, displacing the existing arable farmland. The height of the construction platform and associated hoarding and construction plant would make it prominent in the surrounding landscape. No vegetation would need to be removed to accommodate the proposed Landfall itself, but short sections of vegetation may need to be removed to facilitate construction of the access road.

13.8.76 There would be extensive construction activity to the west of the proposed Landfall site associated with the proposed Underground HVDC Cable Corridor. This would include the presence of two secondary construction compounds, construction of a haul road alongside the open cut trench requiring short sections of approximately five existing hedgerows to be removed would result in the displacement of arable farmland along the route. Whilst this LLCA lacks the distinctive heathland features of the landscape to the north, the coastal marshes to the south and the coast and sea to the east means that it is strongly influenced by their proximity. Construction activity would result in noise and visual disturbance, which would erode the high relative tranquillity, which is noted in the Special Qualities of the National Landscape. Overall, the magnitude of impact would be very high and this, assessed against the high sensitivity of LLCA 15, would result in major adverse effects, which is **significant**.

LLCA 16 Walberswick Common

13.8.77 LLCA 16 Walberswick Common lies wholly within the National Landscape. A small part of the Draft Order Limits overlaps the southern boundary of the area where it meets the B1387 The Street, close to the western edge of Walberswick.

13.8.78 Construction of the proposed Underground HVDC Cable Corridor would be located to within an arable field to the south of the B1387. The landscape of LLCA 16 is largely open, particularly in the south, and so there would be intervisibility with taller construction plant on the skyline above intervening roadside vegetation across a large part of the area. The Sandlings Walk promoted route and open access land would remain publicly accessible during

construction, increasing the awareness of construction. Impacts on tranquillity would diminish in the north where the land begins to fall towards the Blyth estuary. The magnitude of impact would be medium and this, assessed against the very high sensitivity, would result in moderate adverse effects, which is **significant**.

LLCA 17 Walberswick Village

13.8.79 LLCA 17 Walberswick Village lies to the north of the proposed Landfall site, at the eastern end of the proposed Underground HVDC Cable Corridor and to the west of where vessels around the proposed Jack-Up Barge would be moored offshore. It lies wholly within the National Landscape. The physical fabric of the landscape would not be affected and there would be no or limited perception of the construction activity across most of the village due to the density of buildings and vegetation and the topography, which falls away to the north. However, the tranquillity around the southern, western and eastern edges of the village would be reduced by the noise and visual disturbance of construction plant and vehicles and offshore. This would affect its rural and coastal setting. The magnitude of impact would be medium, and this, assessed against the very high sensitivity of the LLCA, would result in moderate adverse effects during construction, which is **significant**.

LLCA 19 River Blyth Harbour Dunes and Saltmarsh

13.8.80 LLCA 19 River Blyth Harbour Dunes and Saltmarsh lies wholly within the National Landscape. No construction activity would occur in this LLCA but offshore activity associated with the jack-up barge would affect the skyline to the east across the North Sea. These activities are likely to only be perceptible in the east where the creeks and marshes rise to dunes at the rear of the beach. Activity in Southwold harbour may also be perceptible if this is used as the docking point for support vessels to the jack-up-barge. The magnitude of impact would be low and this, assessed against the very high sensitivity of the LLCA, would result in moderate adverse effects during construction, which is **significant**.

LLCA 20 Walberswick Coast

13.8.81 LLCA 20 Walberswick Coast is an area of seascape that falls between where the jack-up barge would be located, approximately 500m offshore, and the proposed Landfall site. The proposed offshore HVDC cable would run beneath LLCA 10 to the proposed Landfall and no construction activity is proposed within LLCA 20. Construction activity inland and offshore would disrupt the tranquillity, remoteness and scenic beauty, particularly within the Draft Order Limits. Perception of construction activity in the north would be limited by the density of existing development in Walberswick and the higher ground. In the south there would be greater intervisibility due to the openness of the coastline and marshes. The magnitude of impact would be medium which, assessed against the very high sensitivity of LLCA 20, would result in moderate adverse effects during construction, which is **significant**.

LLCA 21 Blythburgh sandlands

13.8.82 LLCA 21 Blythburgh Sandlands lies wholly within the National Landscape and between the A12 and B1125. This LLCA would be physically affected by construction activity. The construction activity related to the proposed Underground HVDC Cable Corridor would cross LLCA 21 and this would include the presence and operation of two construction compounds and a trenchless compound. Construction activity would involve the temporary displacement of arable farmland, which is characteristic of the LLCA but not the most valuable land type in the area; the area of heathland forming Toby's Walk would remain unaffected. Tranquillity would be affected in localised areas by the noise and activity of construction, although the busy A12 and B1125 already disrupt tranquillity. The magnitude of impact would be medium which, assessed against the high sensitivity of LLCA 21, would result in moderate adverse effects during construction, which is **significant**.

Summary of landscape effects of construction

13.8.83 **Table 13.16** below provides a summary of the likely significant effects on landscape receptors during the construction of the Proposed Scheme.

Table 13.16: Summary of likely significant effects during construction on landscape receptors

Landscape receptor	Sensitivity	Magnitude of impact	Resulting effects
District Landscape Character Areas			
B3 Yox Valley	High	Medium	Moderate adverse **(significant)**
B4 Fromus Valley	High	HVAC Northern Route Option and Southern Route Option: Medium	HVAC Northern Route Option and Southern Route Option: Moderate adverse **(significant)**
D2 Westwood and Dingle Marshes	Very high	Medium	Moderate adverse **(significant)**
F2 Southwold Coast	Very high	Low	Moderate adverse **(significant)**
K2 Dunwich and Westleton Sandlands	Very high	Medium	Moderate adverse **(significant)**
K3 Aldringham and Friston Sandlands	High	Amendments to Kiln Lane Substation Scenario: Low	Amendments to Kiln Lane Substation Scenario: Moderate adverse **(significant)**
K3 Aldringham and Friston Sandlands	High	Full Build Out of Kiln Lane Substation Scenario: Medium	Full Build Out of Kiln Lane Substation

Landscape receptor	Sensitivity	Magnitude of impact	Resulting effects
			Scenario: Moderate adverse **(significant)**
L1 Heveningham and Knodishall Estate Claylands	Medium	All scenarios: High	All scenarios: Moderate adverse **(significant)**
Local Landscape Character Areas			
LLCA 02 Friston sandlands	Medium	Amendments to Kiln Lane Substation Scenario: Medium	Amendments to Kiln Lane Substation Scenario: Moderate adverse **(significant)**
LLCA 02 Friston sandlands	Medium	Full Build Out of Kiln Lane Substation Scenario: Very High	Full Build Out of Kiln Lane Substation Scenario: Major adverse **(significant)**
LLCA 03 Friston	Medium	Amendments to Kiln Lane Substation Scenario: Medium	Full Build Out of Kiln Lane Substation Scenario: Moderate adverse **(significant)**
LLCA 03 Friston	Medium	Full Build Out of Kiln Lane Substation Scenario: High	Full Build Out of Kiln Lane Substation Scenario: Moderate adverse **(significant)**
LLCA 04 Knodishall claylands	Medium	Both Kiln Lane Substation Scenarios as described in **Chapter 2 Description of the Proposed Scheme**: Medium	Both Kiln Lane Substation Scenarios as described in **Chapter 2 Description of the Proposed Scheme**: Moderate adverse **(significant)**
LLCA 05 Saxmundham east claylands	Medium	Very high	Major adverse **(significant)**
LLCA 06 River Fromus valley meadowlands	High	High	Major adverse **(significant)**
LLCA 08 Saxmundham	Medium	Medium	Moderate adverse **(significant)**

Landscape receptor	Sensitivity	Magnitude of impact	Resulting effects
LLCA 09 Walberswick Sandlings	Very high	Low	Moderate adverse **(significant)**
LLCA 10 Dunwich River open coastal fens	Very high	Medium	Moderate adverse **(significant)**
LLCA 11 Walberswick sandlands plateau	High	High	Major adverse **(significant)**
LLCA 14 River Blyth sandlands	High	Medium	Moderate adverse **(significant)**
LLCA 15 Walberswick sandlands fringe	High	Very high	Major adverse **(significant)**
LLCA 16 Walberswick common	Very high	Medium	Moderate adverse **(significant)**
LLCA 17 Walberswick village	Very high	Medium	Moderate adverse **(significant)**
LLCA 19 River Blyth Harbour dunes and saltmarsh	Very high	Low	Moderate adverse **(significant)**
LLCA 20 Walberswick coast	Very high	Medium	Moderate adverse **(significant)**
LLCA 21 Blythburgh sandlands	High	Medium	Moderate adverse **(significant)**

Landscape effects of year 1 of operation

National Character Areas

13.8.84 NCA 82 is a large area and at this scale, the loss of vegetation in hedgerows and physical scarring of the landscape following reinstatement of the land would be very localised and barely perceptible. The high sensitivity combined with the very low magnitude of impact would result in minor adverse effects in year 1 of operation, which is **not significant**.

County Landscape Character Areas

13.8.85 For SCT 03 Nearshore Waters, there would be no change to the baseline conditions as a result of the operation of the Proposed Scheme and therefore no effect.

District Landscape Character Areas

13.8.86 Of the ten LCAs defined from the Suffolk Coastal Landscape Assessment and the Waveney District Landscape Assessment that coincide with the study area, two would experience likely significant effects during at Year 1 of operation. These effects would relate to K2 Dunwich and Westleton Sandlands and L1 Heveningham and Knodishall Estate Claylands.

LCA L1 Heveningham and Knodishall Estate Claylands

13.8.87 This LCA coincides with LLCAs 02, 04, 05, 06, 08 and 21. In year 1 of operation, proposed planting would have been planted but would not yet be established. Along the proposed Underground Cable Corridor there would be gaps in field boundary vegetation and evidence of scarring within fields. The proposed Converter Station would introduce a substantial new industrial building and associated infrastructure, replacing the arable field and introducing activity and lighting into the rural landscape. This would affect the gateway to Saxmundham to the west and the skyline across a large area to the north and east. This would alter the perception of the landscape and reduce its relative tranquillity and remoteness. These changes would be localised and the majority of LCA L1 would not be affected.

13.8.88 In Amendments to Kiln Lane Substation Scenario, the baseline condition of there being a substation already in place, means that the proposed extension would be small and localised.

13.8.89 In the Full Build Out of Kiln Lane Substation Scenario, the localised impact would be greater. The addition of the proposed Kiln Lane Substation, in addition to the proposed Converter Station in this character area would consolidate the presence of industrial infrastructure over a slightly wider area. However, given the large size of this character area, it is not deemed that the overall impact would be any greater for this scenario, despite the localised difference.

13.8.90 In both Kiln Lane Substation scenarios the magnitude of impact would be medium, and this, assessed against the medium sensitivity of LCA L1, would result in moderate adverse effects in year 1 of operation, which is **significant**.

K2 Dunwich and Westleton Sandlands

13.8.91 This LCA would be a host landscape for part of the proposed Underground HVDC Cable Corridor. In year 1 of operation, proposed planting would have been planted but would not yet be established. Along the proposed Underground Cable Corridor there would be gaps in field boundary vegetation and evidence of scarring within fields. The magnitude of impact would be low, and this, assessed against the very high sensitivity of LCA K2, would result in moderate adverse effects in year 1 of operation, which is **significant**.

Local Landscape Character Areas

13.8.92 Of the 21 defined LLCAs, seven would experience significant effects in year 1 of operation. Five of these would be in the southern part of the study area between Saxmundham and Friston (Section A -B1), and two in the northern part between Blythburgh and Walberswick (Section D).

Saxmundham – Friston (Section A and B1)

13.8.93 Of the eight LLCAs in this section, five would experience likely significant effects during year 1 of operation. These effects would relate to LLCA 02 Friston Sandlands (Full Build Out of Kiln Lane Substation Scenario only), LLCA 03 Friston (Full Build Out of Kiln Lane Substation Scenario only), LLCA 05, Saxmundham East Claylands, LLCA 06 River Fromus Valley Meadowlands and LLCA 08 Saxmundham.

LLCA 02 Friston Sandlands (Full Build Out of Kiln Lane Substation Scenario only)

13.8.94 For LLCA 02 Friston Sandlands (Full Build Out of Kiln Lane Substation Scenario only), proposed planting would have been planted but would not yet be established. Along the proposed Underground Cable Corridors there would be gaps in field boundary vegetation and evidence of scarring within fields. The proposed Kiln Lane Substation would introduce new built infrastructure into the rural landscape, partially enclosed by existing woodland. This would detract from its tranquil, sparsely settled, rural character. These changes would be localised and over all the magnitude of impact would be medium. This, assessed against the medium sensitivity, would result in moderate adverse effects in year 1 of operation, which is **significant**.

LLCA 03 Friston (Full Build Out of Kiln Lane Substation Scenario only)

13.8.95 LLCA 03 Friston (Full Build Out of Kiln Lane Substation Scenario only) is not a host landscape, but the proposed Kiln Lane Substation would be located less than 500m from the village of Friston. This permanent new structure would alter the rural setting of the village to the north-east, increasing the dominance of energy infrastructure on the local skyline. These impacts would be perceived mostly on the edge of the settlement and there would little-to-no perception within the rest of the village. The magnitude of impact would be medium, and this, assessed against the medium sensitivity, would result in moderate adverse effects in year 1 of operation, which is **significant**.

LLCA 05 Saxmundham east claylands

13.8.96 In year 1 of operation, proposed planting would have been planted but would not yet be established. Along the proposed Underground Cable Corridor there would be gaps in field boundary vegetation and evidence of scarring within fields. The proposed Converter Station would introduce a substantial new industrial building and associated infrastructure, replacing the arable field and introducing activity and lighting into the rural landscape. Existing field boundaries would largely be

retained, but the security fence and retaining walls would create new boundaries and edges. This would affect the gateway to Saxmundham to the west and the skyline across a large area to the north and east. Landform reprofiling would change the topography of the land within the Draft Order Limits, extending east towards the settlement edge of Saxmundham. This would alter the perception of the landscape and reduce its relative tranquillity and remoteness.

13.8.97 The proposed Kiln Lane Substation would introduce new built infrastructure into the rural landscape, partially enclosed by existing woodland. This would detract from its tranquil, sparsely settled, rural character in the eastern part of the area. For all scenarios and options, the magnitude of impact would be very high, and this, assessed against the medium sensitivity of LLCA 05, would result in major adverse effects in year 1 of operation, which is **significant**.

LLCA 06 River Fromus Valley Meadowlands

13.8.98 The proposed the access road and the bridge over the River Fromus would cut across LLCA 06 River Fromus Valley Meadowlands, creating a new line of severance in the landscape. This would result in a permanent break in the connectivity of the vegetation alongside the River Fromus. Proposed planting would not yet be established, meaning the landscape would be more open, increasing the prominence of the road on embankments. The access road would also alter the open parkland setting of Hurts Hall. The southern part of the LLCA and the SBISs county wildlife sites would be unaffected. Overall, the magnitude of impact would be medium and this, assessed against the high sensitivity, would result in moderate adverse effects in year 1 of operation, which is **significant**.

LLCA 08 Saxmundham

13.8.99 Impacts on LLCA 08 Saxmundham in year 1 of operation would largely relate to its setting and relationship with the landscape to the east and south. The addition of the proposed Converter Station would represent a permanent, large scale change to the landscape its setting and the eastern gateway to the town. This would change the perception of this gateway from being distinctly rural in contrast to the town, to one which includes a large industrial building and associated infrastructure. Although the proposed Converter Station would be located away from the edge of the settlement, it would alter the skyline on leaving the town via the B1119. The addition of the access road across the River Fromus to the south would also change the character of the approach and gateway to the town in the south. There would be no perception of these changes within most of the area. Overall, the magnitude of impact would be medium, and this, assessed against the medium sensitivity, would result in moderate adverse effects in year 1 of operation, which is **significant**.

Blythburgh to Walberswick (Section D)

13.8.100 No permanent above ground infrastructure is proposed within any of the LLCAs within this section. Of the thirteen LLCAs in this section, two would experience

likely significant effects in year 1 of operation. These effects would relate to LLCA 11 Walberswick sandlands plateau and LLCA 15 Walberswick sandlands fringe.

LLCA 11 Walberswick sandlands plateau

13.8.101 The land within LLCA 11 would have returned to agricultural use and its character would have largely returned to the baseline situation. Along the proposed Underground HVDC Cable Corridor there would be gaps in field boundary vegetation and evidence of scarring within fields of LLCA 11 Walberswick sandlands plateau. This is because proposed planting would have been planted but would not yet be established. The magnitude of impact would be low, and this, assessed against the high sensitivity, would result in moderate adverse effects in year 1 of operation, which is **significant**.

LLCA 15 Walberswick sandlands fringe

13.8.102 The land within LLCA 15 would have returned to agricultural use and its character would have largely returned to the baseline situation. Along the proposed Underground HVDC Cable Corridor there would be gaps in field boundary vegetation and evidence of scarring within fields of LLCA 15 Walberswick sandlands fringe. This is because proposed planting would have been planted but would not yet be established. The magnitude of impact would be low, and this, assessed against the high sensitivity, would result in moderate adverse effects in year 1 of operation, which is **significant**.

Summary of landscape effects of year 1 of operation

13.8.103 **Table 13.17** below provides a summary of the likely significant effects on landscape receptors in year 1 of operation of the Proposed Scheme.

Table 13.17: Summary of likely significant effects in year 1 of operation on landscape receptors

Landscape receptor	Sensitivity	Magnitude of impact	Resulting effects
District Landscape Character Areas			
K2 Dunwich and Westleton Sandlands	Very high	Low	Moderate adverse **(significant)**
L1 Heveningham and Knodishall Estate Claylands	Medium	Medium	Moderate adverse **(significant)**
Local Landscape Character Areas			
LLCA 02 Friston sandlands	Medium	Full Build Out of Kiln Lane Substation Scenario: Medium	Full Build Out of Kiln Lane Substation Scenario: Moderate adverse **(significant)**

Landscape receptor	Sensitivity	Magnitude of impact	Resulting effects
LLCA 03 Friston	Medium	Full Build Out of Kiln Lane Substation Scenario: Medium	Full Build Out of Kiln Lane Substation Scenario: Moderate adverse **(significant)**
LLCA 05 Saxmundham east claylands	Medium	Very high	Major adverse **(significant)**
LLCA 06 River Fromus valley meadowlands	High	Medium	Moderate adverse **(significant)**
LLCA 08 Saxmundham	Medium	Medium	Moderate adverse **(significant)**
LLCA 11 Walberswick sandlands plateau	High	Low	Moderate adverse **(significant)**
LLCA 15 Walberswick sandlands fringe	High	Low	Moderate adverse **(significant)**

Landscape effects of decommissioning

13.8.104 The effects on the landscape from decommissioning of the Proposed Scheme are considered to be no greater than those identified during the construction phase and are therefore assessed as being the same as construction effects as a likely worst-case scenario. As stated in **Paragraph 13.4.5**, this is because the activities relating to decommissioning would be similar to construction but carried out in the context of enhanced landscape mitigation. The likely significant effects resulting from decommissioning would therefore be as reported for the construction phase effects.

Visual effects

13.8.105 The following section provides a summary of the assessment of visual effects that would result from the construction, operation and maintenance and decommissioning of the Proposed Scheme.

13.8.106 A full and detailed assessment of all landscape effects is reported in **Appendix 13.3 Visual Baseline and Effects**.

13.8.107 The visual effects assessment has been presented as follows:

a. Effects of construction on people's views and visual amenity;
b. Effects of year 1 of operation on people's views and visual amenity; and
c. Effects of decommissioning on people's views and visual amenity.

Visual effects of construction

Section A

13.8.108 The construction of the Proposed Scheme, would result in likely significant effects upon the following receptor groups:

a. Residents of isolated properties between Saxmundham and Leiston (VP9, VP10, VP11, VP20, VP21);
b. Users of the PRoW network between Friston and Saxmundham (VP10, VP20, VP21);
c. Users of the public right of way around The Layers (VP14 and VP15);
d. People travelling along Grove Road and School Road (VP9); and
e. People travelling along the B1121 (VP14).

Residents of local communities

13.8.109 Residents of isolated properties along Workhouse Lane including Meadow Mink Farm and Trust Farm (VP21) would experience predominantly open and direct views towards the construction of the Underground HVAC Cable Corridor and the proposed Converter Station to the west and associated proposed construction compounds. This would include major earthworks in the middle ground to background, machinery, up to 50m tall cranes, construction vehicles and proposed buildings under construction up to 26m in height. Task lighting would also be required at certain times and would be perceptible within the relatively dark rural landscape at night. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.110 Residents of isolated properties along the B1119 (VP20) would experience open views towards proposed construction compounds in the foreground in multiple directions, construction activity associated with the proposed Cable Joint Bay in the middle ground and construction activity of the proposed Converter Station in the background. Activity would include the presence and operation of machinery, cranes up to 50m tall, earthworks and the movement of construction vehicles. Task lighting when required would also be perceptible in the background of an otherwise dark rural landscape. The magnitude of impact would be very high and the resulting effect would be major adverse during construction, which is **significant**.

13.8.111 For the Amendments to Kiln Lane Substation Scenario, residents of isolated properties between Saxmundham and Leiston (VP9), would experience open and direct views towards parts of the construction activity to the east of the existing substation, including earthworks, the presence and operation of the construction compound and associated machinery. Construction activity to the west would be predominantly screened by the existing substation, there would be partial views of some activity including construction vehicles along the permanent access road. North west (VP10) views towards the existing substation would be visible in the background, where the land gently rises, and construction activity including the proposed primary construction compounds. However, this would be in the context and against the backdrop of the SPR projects EA1N/EA2 which are detractors. Task lighting associated with construction activities may be needed and as a result would be perceptible within the rural landscape. The magnitude of

impact would be medium and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.112 For the Full Build Out of Kiln Lane Substation Scenario, construction activity would be more prominent (VP9, VP10, VP11) in the middle ground to background. There would be open views towards both of the construction compounds, substantial earthworks, fencing, machinery, up to 50m tall cranes, the removal of some vegetation and construction vehicles. Modification works to the overhead line would also be visible, though within the context of the existing pylons. A proposed permanent access road would also be installed from the B1121 to the west and the associated construction activity would be visible in the background. Construction activity of the proposed Cable Joint Bay would also be prominent to north in the foreground from VP10. From VP11, construction of the proposed Converter Station to the north would be partially screened by a combination of trees, other vegetation and the land gently rolling in some areas, the top of cranes with a height of up to 50m would be visible in the background. Construction activity would be viewed within the context and backdrop of the existing SPR projects EA1N/EA2 which are detractors within the future baseline view. Task lighting would be needed and would be perceptible within the relatively dark rural landscape in views to the west. The magnitude of impact would range between high (VP11) to very high (VP9 and VP10), and the resulting effect would be moderate adverse (VP11) to major adverse (VP9 and VP10) during construction. These effects are **significant**.

Users of the PRoW network

13.8.113 Views from bridleway 29 between Friston and Saxmundham, (VP21), would be predominantly open and direct towards the proposed construction of the proposed Converter Station and proposed secondary construction compounds in the foreground to middle ground. Construction activity would include the presence and operation of construction compounds, signage, major earthworks, materials stockpiling, up to 50m tall cranes and machinery. The magnitude of impact would be very high, and the resulting effect would be major adverse, which is **significant**. Users of bridleway 10 (VP20) would experience open views in multiple directions towards construction activity in the foreground to background, including towards proposed Construction Compounds, a proposed Cable Joint Bay in the middle ground and the proposed Converter Station in the background. Construction activity would include signage, earthworks and machinery. The magnitude of impact would be very high and the resulting effect would be major adverse during construction, which is **significant**.

13.8.114 For the Amendments to Kiln Lane Substation Scenario, views from footpath 17 (VP10) between Friston and Saxmundham would be partially screened towards construction activity to the east of the existing substation by clusters of vegetation along the field boundary. Construction activity to the west and the associated construction compound would be visible in the background where the land gently rises, though this would be against the context of the EA1N/EA2

substation. The magnitude of impact would be medium and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.115 For the Full Build Out of Kiln Lane Substation Scenario, people using footpath 17 would experience prominent views of construction activity to the south (VP10), including the presence and operation of construction compounds, earthworks and machinery. From bridleway 10, (VP11), views south-east towards the proposed Kiln Lane Substation would be partially screened in the background by vegetation, with some associated machinery and 50m cranes visible. The magnitude of impact would range between high (VP11) to very high (VP10) and the resulting effect would range between moderate adverse (VP11) and major adverse (VP10) during construction, which is **significant**.

13.8.116 Users of footpath 19 around The Layers (VP14 and VP15) would experience construction activity related to the proposed permanent access road from the B1121 in the foreground. This would include the removal of existing trees and other vegetation in some areas. In the background towards the proposed Converter Station Site, most of the construction activity would be screened by existing vegetation. The magnitude of impact would range from medium to very high and the resulting effect would range from be major adverse during construction, which is **significant**.

Road users

13.8.117 People travelling along Grove Road and School Road (VP9) would experience open and direct views towards construction activity on the eastern side of the existing substation if the Amendment to Kiln Lane Substation Scenario was implemented; construction activity to the western side of the existing Kiln Lane Substation would be predominantly screened by the existing structure. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**. For the Full Build Out of Kiln Lane Substation Scenario, construction activity would be more prominent including views towards both construction compounds and construction of the Full Build out of Kiln Lane Substation Scenario, including the presence of machinery, earthworks and fencing. The magnitude of impact would be very high and the resulting effect would be moderate adverse during construction as views would be of short duration. For both Kiln Lane Substation scenarios the effects would be **significant**.

13.8.118 For the Full Build Out of Kiln Lane Substation Scenario, people travelling along the B1121 (VP14) would experience views towards the proposed access road in the foreground. This would include the removal of existing vegetation in some areas along the roadside and in the middle ground, though views would be short and the attention of road users would remain predominantly be on the road. The magnitude of impact would be high and the resulting effect would be moderate adverse during construction, which is **significant**.

Section B

13.8.119 The construction of the Proposed Scheme would result in likely significant effects upon the following receptor groups:

a. Residents of isolated properties around Hawthorn Road and Wash Lane (VP34);
b. Residents of Annesons corner (VP35);
c. Residents of properties between Middleton Moor and Middleton (VP36);
d. Residents of isolated properties between Saxmundham and Leiston (VP27);
e. Residents of Knodishall Green (VP22 and VP24);
f. Residents of isolated properties, particularly Wardspring Farm (VP18 and VP19);
g. Residents of Saxmundham (VP16);
h. Users of the PRoW network around Annesons Corner (VP34);
i. Users of the PRoW network between East Green and Theberton (VP31);
j. Users of the PRoW network between Saxmundham and East Green (VP26);
k. Users of the public right of way near Wardspring farm (VP19);
l. Users of the PRoW network between Friston and Saxmundham (VP16);
m. Users of the PRoW network on the northern edge of the Alde Valley (VP18);
n. People travelling along Moat Road (Quiet Lane) (VP31);
o. People travelling along the B1121 (VP17); and
p. People travelling along the B1119 (VP19).

Residents of local communities

13.8.120 Residents of isolated properties on and around Hawthorn Road and Wash Lane (VP34) would experience close distance views of construction activities relating to the proposed Underground HVDC Cable Corridor, including a proposed trenchless compound. There would also be views in the background towards the proposed Cable Joint Bay to the north where the land rises, partially filtered by vegetation. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.121 From residential properties along Annesons corner (VP35), construction activity associated with the proposed Trenchless Compound to the west would be visible in the foreground and middle ground. This would include the presence of access roads and heavy goods vehicles, with intervening vegetation in the middle ground partially screening views. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.122 Residents of properties between Middleton Moor and Middleton (VP36) would experience filtered views towards construction activity in the background. The magnitude of impact would be medium and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.123 Residents of isolated properties between Saxmundham and Leiston associated with VP27 would experience construction activity in the foreground relating to

the proposed trenchless compound. This would include machinery and temporary fencing. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.124 Residents of Saxmundham would experience open and direct views in the foreground to middle ground towards the proposed Converter Station and the surrounding associated proposed construction compounds, from the north-west (VP16). Views would include machinery, fencing, 50m cranes and major earthworks. Task lighting would also be required and as a result perceptible within the relatively dark rural landscape if used for night-time activities. The magnitude of impact would be very high and the resulting effect would be major adverse during construction, which is **significant**.

13.8.125 Residents of Knodishall Green associated with VP24 would have direct views of the proposed Trenchless Compound in the foreground partially filtered by vegetation and there would be open views towards two proposed construction compounds in the background with activities including machinery. Further south (VP22) views from properties looking towards the proposed Construction Compounds in the middle ground would be partially screened by hedgerows in the foreground. The magnitude of impact would range from medium (VP22) to high (VP24), and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.126 Residents of isolated properties, particularly Wardspring Farm (VP19) would experience predominantly open and direct views towards the construction of the proposed Converter Station and the associated proposed Construction Compounds in the foreground extending into the middle ground, with the land gently undulating in some areas. Though views would be partially screened by existing vegetation in the garden of properties to the south-west, (VP18). Views would include major earthworks, the presence and operation of construction compounds, up to 50m tall cranes and materials stockpiling. Task lighting when needed would also be perceptible within the relatively dark rural landscape. The magnitude of impact would be very high, and the resulting effect would be major adverse during construction, which is **significant**.

Users of the PRoW network

13.8.127 People travelling along footpath 15 around Annesons Corner (VP34) would have direct views towards construction activities of the proposed trenchless compound in the foreground. Construction activity relating to the proposed Cable Joint Bay would be visible in the background where the field rises. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.128 From the PRoW network between East Green and Theberton, including along footpath 1, (VP31) there would be views towards a proposed Construction Compound to the south in the foreground through gaps in vegetation, the view would temporarily change to a construction site. However, an existing hedgerow

along the roadside and a block of woodland would partially screen views. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.129 From footpath 33, just off Clayhills Road between Saxmundham and East Green (VP26) there would be partially filtered views towards the construction of the proposed Converter Station and associated proposed Construction Compound to the south in the background. This would include the presence of machinery and cranes with a height of up to 50m against a partially wooded background, including Bloomfield's Covert. The magnitude of impact would be medium, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.130 From footpath 8 near Wardspring Farm, (VP19) views would be open and direct towards the proposed Converter Station and the associated proposed Construction Compound. Construction activity would therefore dominate views in the foreground extending into the background and include views of earthworks, fencing, stockpiling, machinery, construction vehicles and cranes with a height of 50 m. The magnitude of impact would be very high and the resulting effect would be major adverse during construction, which is **significant**.

13.8.131 From the public right of way network between Friston and Saxmundham including footpath 23 and footpath 8, (VP16, VP18 and VP19) there would be little to no intervening vegetation, therefore views would be open and direct across the proposed Converter Station Site and proposed Construction Compound. Construction activity would dominate views, changing the rural character would and include operational compounds, construction vehicles, machinery, fencing, materials stockpiling, earthworks and up to 50m tall cranes. The magnitude of impact would be very high, and the resulting effect would be major adverse during construction, which is **significant**.

Road users

13.8.132 People travelling along Moat Road (Quiet Lane) (VP31) would experience views towards the proposed Construction Compound to the south in the foreground through gaps in the vegetation. The hedgerows which line the roadside along with a small block of woodland, which would partially screen views on the approach. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.133 People travelling along the B1119 (VP17 and VP19) would experience open and direct views of the construction of the proposed Converter Station and associated proposed Construction Compound in the foreground. This would extent into the middle ground where the road curves around the perimeter of part of the proposed Converter Station Site, changing the rural character of the view. This would include the presence of substantial earthworks, machinery, up to 50m tall cranes, fencing and materials stockpiling. The magnitude of impact would be

very high, and the resulting effect would be moderate adverse during construction, which is **significant**.

Section C

13.8.134 The construction of the Proposed Scheme would result in likely significant effects upon the following receptor groups:

a. Residents of Blythburgh (VP49);
b. Users of the PRoW network around Blythburgh (VP49); and
c. Users of the PRoW network between Yoxford and Middleton (VP38).

Residents of local communities

Residents of Blythburgh associated with VP49 would experience views towards the proposed Underground HVDC Cable Corridor, including a proposed Construction Compound in the foreground which would include the presence of machinery and construction vehicles. The proposed Construction Compound and proposed Trenchless compound would be visible in the distance to the west but would be partially screened by vegetation along the field boundary and the proposed Cable Joint Bay would be visible in the background just in front. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

Users of the PRoW network

13.8.135 People travelling along footpath 14 south of Blythburgh (VP 49) would experience direct views towards the proposed Construction Compound in the foreground, with longer distance views towards the proposed Trenchless Compound and another proposed Construction Compound in the background. The magnitude of impact would be high, and the resulting effect would be major adverse during construction, which is **significant**.

13.8.136 Users of the PRoW network between Yoxford and Middleton, along footpath 9, (VP38) would experience direct views of the proposed Construction Compound in the foreground and middle ground, including the presence of machinery and fencing. The land rises gently from the middle ground to the background, and this would predominantly screen views of the second proposed Construction Compound. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

Section D

13.8.137 The construction of the Proposed Scheme would result in likely significant effects upon the following receptor groups

a. Residents of Walberswick (VP57, VP63, VP64, VP65);
b. Residents of Lodge Road (VP59 and VP60);
c. Residents of Blythburgh (VP51);
d. Users of the Suffolk Coast Path promoted public right of way (VP66, VP67);

e. Users of the Sandlings Walk promoted public right of way (VP57);
f. Users of the PRoW network around Walberswick (VP59, VP60, VP62, VP64, VP65, VP70, VP71);
g. Users of the PRoW network between Walberswick and Dunwich (VP69);
h. Users of the PRoW network on the northern edge of the Westwood Marshes (VP63);
i. Users of the PRoW network near Dunwich Forest (VP53);
j. Users of the PRoW network on the northern edge of the Westwood Marshes (VP62);
k. Users of vessels (VP77);
l. People travelling along the B1387 and the B1125 (VP52);
m. Visitors to Southwold Caravan Sited (VP73);
n. Visitors to beach huts and campsites (VP70 and 71);
o. Visitors to Walberswick Beach (VP67, VP69, VP70); and
p. Visitors to Walberswick Marshes (VP66 and VP69).

13.8.138 The viewpoints in Section D are all located with the National Landscape.

Residents of local communities

13.8.139 Residents of Blythburgh associated with VP51 would experience partially filtered views towards proposed construction compounds in the background. Activities including the presence and movement of construction vehicles would be perceptible. The magnitude of impact would be low, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.140 Residents of Lodge Road (VP59) would experience open and direct views towards the proposed Construction Compound in the middle ground and construction activity would be visible in the foreground (VP60). This would include the presence and operation of construction machinery and the movement of construction vehicles. The magnitude of impact would range from medium to high and the resulting effect would range from moderate adverse to major adverse during construction, which is **significant**.

13.8.141 Residents of Walberswick along The Street, (VP57) would experience views towards the proposed trenchless compound and proposed Cable Joint Bay in the foreground, views would include machinery and earthworks. The magnitude of impact would be high and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.142 From the rear elevations of the residential properties in Walberswick lining Stocks Lane, part of The Street and Millfield Road (VP63, VP64, VP65) there would be open and direct views towards the proposed Landfall Site. Construction activity would be visible in the foreground and middle ground and would include major earthworks, the presence and operation of a construction compound and construction vehicles. Some of the construction activity would be partially screened by 5m noise barriers surrounding the proposed Landfall Site. Task lighting if needed would be perceptible within the relatively dark rural landscape.

At each of these viewpoints the magnitude of impact would be very high, and the resulting effect would be major adverse during construction, which is **significant**.

Users of promoted long distance routes

13.8.143 People travelling along the Suffolk Coast Path (VP70) located within the National Landscape would experience partially filtered views towards the proposed Landfall Site. Views towards the proposed Jack-up Barge and associated activity located approximately 500m out at sea would be open and direct in the background. Further along the path (VP67) views would be more direct and partially screened in a few areas. From the bridge across the Dunwich River, (VP66) the dense reeds mean that views would be predominantly screened with existing vegetation further screening views in the middle ground. The attention of receptors would be on the surrounding marshes. The magnitude of impact would range from medium (VP66) to high (VP67, VP70) and the resulting effect would range from moderate adverse (VP66) to major adverse during construction (VP67, VP70), which is **significant**.

13.8.144 Users of the Sandlings Walk long distance path passing through Walberswick Common (VP57), would experience open views in the middle ground towards a proposed construction compound and proposed trenchless installation compound which would include the presence and operation of machinery and construction vehicles. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

Users of the PRoW network

13.8.145 Users of sections of the public right of way network around Walberswick including along bridleway 33 and footpath 11, (VP59 and VP62) would experience open and direct views towards construction activity in the middle ground to background, including towards construction at the proposed Landfall Site (VP62). The magnitude of impact would be medium, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.146 People would experience open views along footpath 14 along the eastern and southern perimeter of the proposed Converter Station Site (VP64, VP65) and along bridleway 21 along the western edge, (VP63). Views would include construction activity associated with the proposed Landfall Site in the foreground to middle ground, including materials stockpiling, the presence and operation of a construction compound, fencing, signage and machinery. Some of the construction activity however would be partially screened by 5m noise barriers surrounding the proposed Landfall Site. The change in topography would also partially screen views where the land gently falls away (VP64). The magnitude of impact would be very high, and the resulting effect would be major adverse during construction, which is **significant**.

13.8.147 Along footpath 17X, users would experience predominantly screened views (VP71) as existing vegetation and small clusters of buildings in Walberswick

would diminish the view. The magnitude of impact would be low and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.148 Users of the PRoW network along Lodge Road (VP60) would experience close distance views of construction activity in the foreground of a construction compound and would include the presence and operation of machinery, fencing and signage. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.149 Users of the PRoW network between Walberswick and Dunwich along footpath 7, (VP69) would experience long distance, open views towards the proposed Landfall Site, with small amounts of existing vegetation in the background in some areas partially filtering views. The magnitude of impact would be medium, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.150 Users of the PRoW network near Dunwich Forest (VP53) would experience open and direct views towards a construction compound and proposed trenchless compound in the middle ground to background and would include the presence of machinery. The magnitude of impact would be medium, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.151 Views from bridleway 1 south of Blythburgh (VP51) would experience views towards two proposed construction compounds in the background, partially filtered by intervening trees and vegetation. The land gently falls from the middle ground to the background, and this would partially screen views. The magnitude of impact would range from low (VP51), and the resulting effect would be moderate adverse during construction, which is **significant**.

Road users

13.8.152 People travelling along the B1387 and the B1125 (VP52) would experience partially screened views of construction activity associated with the adjacent proposed construction compound through gaps the existing vegetation. Views would also include the presence and movement of construction vehicles, signage, fencing and machinery. Views towards construction activity in the middle ground would be partially filtered by existing trees and vegetation and would be oblique to the direction of travel. The magnitude of impact would be high, and the resulting effect would be moderate adverse during construction, which is **significant**.

Tourists

13.8.153 The viewpoints mentioned below are all located within the Suffolk & Essex Coast & Heaths National Landscape, a landscape designated for its picturesque views, tranquillity and character.

13.8.154 Visitors to the beach huts and campsite in Walberswick (VP70 and VP71) would experience partially screened views towards the proposed Landfall Site and the proposed jack-up barge would be visible in the background out at sea to the east.

The magnitude of impact would range from low (VP71) to high (VP70) and the resulting effect would range from moderate adverse (VP71) to major adverse (VP70) during construction, which is **significant**.

13.8.155 Visitors to Southwold beach (VP73) would experience open views towards the proposed Offshore Scheme and associated construction activity in the middle ground. Though existing vegetation would screen views of visitors to Southwold Caravan Site towards the proposed Landfall Site. The magnitude of impact would be medium, and the resulting effect would be moderate adverse during construction, which is **significant**.

13.8.156 Visitors to Walberswick Beach from the visitor carpark (VP72) would experience views across Dunwich River and the marshes, with partial views towards the proposed Jack-Up Barge in the background. The magnitude of impact would be low, and the resulting effect would be moderate adverse, which is **significant**. From other locations (VP66, VP69, VP70) views towards the proposed Landfall site are predominantly screened by existing vegetation, with the change in topography also increasing the screening in some areas. The magnitude of impact would range from medium to high and the resulting effect would range from moderate adverse to major adverse, which is **significant**. Adjacent to the proposed Landfall Site (VP67) views would be partially screened in some areas by existing vegetation but would be more open as the land gently rises in the background. The magnitude of impact would be high, and the resulting effect would be major adverse during construction, which is **significant**.

13.8.157 A summary of the likely significant visual effects of construction which have been identified with the assessment is presented below in **Table 13.18**.

Table 13.18: Summary of likely significant visual effects during construction

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Local communities				
Residents of isolated properties between Saxmundham and Leiston	VP9, VP10	Medium	Amendment to Substation Scenario: Medium to high	Amendment to Substation Scenario: Moderate adverse **(significant)**
Residents of isolated properties between Saxmundham and Leiston	VP9, VP10, VP11	Medium	Proposed Full Build Out of Kiln Lane Substation Scenario: High to Very high	Proposed Full Build Out of Kiln Lane Substation Scenario: Moderate to major adverse **(significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Residents of isolated properties between Saxmundham and Leiston	VP21, VP20, VP27	Medium	High to Very high	Moderate to Major adverse **(significant)**
Residents of Knodishall Green	VP22, VP24	Medium	Medium to High	Moderate adverse **(significant)**
Residents of isolated properties, particularly Wardspring Farm	VP18, VP19	Medium	Very high	Major adverse **(significant)**
Residents of Blythburgh	VP49, VP51	High	Low to high	Moderate adverse **(significant)**
Residents of Annesons Corner	VP35	Medium	High	Moderate adverse **(significant)**
Residents of isolated properties around Hawthorn Road and Wash Lane	VP34	Medium	High	Moderate adverse **(significant)**
Residents of Walberswick	VP57, VP63, VP64, VP65	High to Very high	Low to Very high	Moderate adverse to Major adverse **(significant)**
Residents of Lodge Road	VP60, VP59	High	Medium to high	Moderate adverse **(significant)**
Residents of properties between Middleton Moor and Middleton	VP36	Medium	Medium	Moderate adverse **(significant)**
Users of vessels	VP77	Very high	High	Major adverse **(significant)**
Residents of Saxmundham	VP16	Medium	Very high	Major adverse **(significant)**
Users of promoted long distance routes				
Users of the Sandlings Walk promoted public right of way	VP57	High	High	Moderate adverse **(significant)**
Users of the Suffolk Coast Path promoted public right of way	VP66, VP67	Very high	Medium to high	Moderate adverse to Major adverse **(significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Users of the Sandlings Walk promoted public right of way	VP57	High	High	Moderate adverse **(significant)**
Users of the PRoW network				
Users of the PRoW network between Friston and Saxmundham	VP21, VP16, VP20	Medium	Very high	Moderate adverse to Major adverse **(significant)**
Users of the PRoW network between Friston and Saxmundham	VP10, VP11	Medium	Proposed Full Build Out of Kiln Lane Substation Scenario: High to Very high	Moderate to major adverse **(significant)**
Users of the PRoW network around The Layers	VP14, VP15	Medium	Medium to Very high	Moderate adverse to Major adverse **(significant)**
Users of the PRoW network on the northern edge of the Alde Valley	VP18	Medium	Very high	Major adverse **(significant)**
Users of the PRoW network around Blythburgh	VP49, VP51	High	Low to high	Moderate adverse **(significant)**
Users of the PRoW network around Annesons Corner	VP34	Medium	High	Moderate adverse **(significant)**
Users of the PRoW network between East Green and Theberton	VP31	Medium	High	Moderate adverse **(significant)**
Users of the PRoW network between Saxmundham and East Green	VP26	Medium	Medium	Moderate adverse **(significant)**
Users of the PRoW network between Yoxford and Middleton	VP38	Medium	High	Moderate adverse **(significant)**
Users of the PRoW network around Walberswick	VP59, VP60, VP63, VP64, VP65, VP70, VP71	High to Very high	Low to Very high	Moderate adverse to Major adverse **(significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Users of the PRoW network between Walberswick and Dunwich	VP69	Very high	Medium	Moderate adverse **(significant)**
Users of the PRoW network on the northern edge of the Westwood Marshes	VP62	High	Medium	Moderate adverse **(significant)**
Users of the PRoW network near Dunwich Forest	VP53	High	Medium	Moderate adverse **(significant)**
Users of the public right of way near Warspring farm	VP19	Medium	Very high	Major adverse **(significant)**
Road users				
People travelling along Grove Road and School Road	VP9	Low	Amendment to Substation Scenario: High	Amendment to Substation Scenario: Moderate adverse **(significant)**
People travelling along Grove Road and School Road	VP9	Low	Proposed Full Build Out of Kiln Lane Substation Scenario: Very High	Proposed Full Build Out of Kiln Lane Substation Scenario: Moderate adverse **(significant)**
People travelling along Moat Road (Quiet Lane)	VP31	Medium	High	Moderate adverse **(significant)**
People travelling along the B1119	VP19, VP17	Low	Very high	Moderate adverse **(significant)**
People travelling along the B1121	VP14	Low	High	Moderate adverse **(significant)**
People travelling along the B1387 and the B1125	VP52	Medium	High	Moderate adverse **(significant)**
Tourists				

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Visitors to beach huts and campsites	VP70 and VP71	Very high	Low to High	Moderate adverse to Major adverse **(significant)**
Visitors to Walberswick Beach	VP67, VP69, VP70, VP73	Very high	Medium to Very high	Moderate to Major adverse **(significant)**
Visitors to Walberswick Marshes	VP66	Very high	Medium	Moderate adverse **(significant)**

Visual effects at year 1 of operation

13.8.158 Most visual receptor groups would not experience significant effects following reinstatement of the proposed Landfall and proposed Underground Cable Corridor. This is because the land would be reinstated, and relatively short gaps would remain where vegetation was removed to facilitate construction. Receptors who would experience significant effects in year 1 of operation are noted in the sections below.

Section A

13.8.159 The operation of the Proposed Scheme in year 1 would result in significant visual effects for the following receptors groups:

a. Residents of isolated properties between Saxmundham and Leiston (VP9, VP10, VP11, VP20, VP21);
b. Users of the PRoW network between Friston and Saxmundham (VP10, VP11 and VP21);
c. Users of the public right of way around The Layers (VP14);
d. People travelling along Grove Road and School Road (VP9); and
e. People travelling along the B1121 (VP14).

Residents of local communities

13.8.160 There would be views from isolated properties between Saxmundham and Leiston, along Grove Road north of Laurel Covert (VP9), south of Fristonmoor Lane (VP10), north-west of Redhouse Barn (VP11). For the Amendment to Kiln Lane Substation Scenario, changes to the landscape would be small overall as this would be against the context of the existing SPR project substations associated with EA1N/EA2. However, for the Full Build Out of Kiln Lane Substation Scenario, the SPR project is not included within the assessment as having been built, therefore the proposed Kiln Lane Substation would introduce new built form into the background to the south, (VP11), partially filtered by existing vegetation, mitigation planting having not fully established. Views are more open and direct towards the Kiln Lane Substation (VP10) with little

intervening vegetation in the background. From the east, (VP9) along Grove Road views are partially screened by Laurel Covert. The magnitude of impact would range from medium (VP11) to high (VP9 and VP10) and the resulting effects would be moderate adverse in year 1 of operation, which is **significant**.

13.8.161 Along Workhouse Lane, (VP21) views are partially screened in the background by vegetation along field boundaries, though the proposed Converter Station would be a new built form within the rural landscape. South-east of Workhouse Lane, (VP20) views of the proposed Converter Station are partially filtered in the background. The magnitude of impact would be high, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

Users of the PRoW network

13.8.162 People travelling along bridleway 29 (VP21) and bridleway 10 (VP22) between Friston and Saxmundham would continue to experience changes to the character and composition of large parts of the landscape within the view. The proposed Converter Station and associated infrastructure would introduce substantial new built form to the rural landscape in the middle ground, at year 1 of operation and mitigation planting would not have established. The magnitude of impact would be high, and the resulting effect would be major adverse in year 1 of operation, which is **significant**.

13.8.163 Elsewhere along the public right of way network between Friston and Saxmundham, footpath 17 (VP10) and bridleway 10 (VP11), there would be predominantly open views of the Full Build Out of Kiln Lane Substation Scenario in the background. It would be partially filtered in a few areas by existing vegetation and scarring would also be perceptible in the middle ground following construction activity. The magnitude of impact would be medium, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

13.8.164 The loss of mature vegetation in some areas would cause a change to the view for users of footpath 19 around The Layers (VP14). At year 1 of operation, mitigation planting would not have established, and the proposed access road would be a new permanent feature within the view. The magnitude of impact would be high, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

Road users

13.8.165 If the proposed Full Build Out of Kiln Lane Substation Scenario is implemented, the proposed Kiln Lane Substation would be visible in the background by people travelling along Grove Road and School Road (VP9) and introduce new built form, though this would be against a background which includes existing pylons. Further south along the road, Laurel Covert provides partial screening. The magnitude of impact would be high, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

13.8.166 People travelling along the B1121 (VP14) would experience views of the proposed permanent access road. In areas where the existing roadside hedgerow and mature vegetation were removed to facilitate construction, there would be gaps in vegetation where mitigation planting has not yet established. However, the attention of road users would be on the road and views would be temporary. The magnitude of impact would be high and the significance if effect would be moderate adverse in year 1 of operation, which is **significant**.

Section B

13.8.1 The operation of the Proposed Scheme in year 1 would result in significant visual effects for the following receptors groups:

a. Residents of isolated properties, particularly Wardspring Farm (VP18 and VP19);
b. Residents of Saxmundham (VP16);
c. Users of the PRoW network on the northern edge of the Alde Valley (VP18);
d. Users of the PRoW network between Friston and Saxmundham (VP16); and
e. People travelling along the B1119 (VP17 and 19).

Residents of local communities

13.8.2 Residents of isolated properties, particularly Wardspring Farm (VP19) would experience open and prominent views of the proposed Converter Station in the foreground to middle ground of the view, introducing new built form to the view. Though views would be partially screened by existing vegetation in the garden of properties to the south-west, (VP18). The previously rural character would have substantially changed, and mitigation planting would not yet have established to mitigate effects. Scarring across the landscape would be perceptible in areas previously used for construction activity, including the proposed Underground Cable Corridor. The magnitude of impact would be high, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

13.8.3 Residents of Saxmundham, (VP16) would experience open and direct views of the proposed Converter Station in the middle ground to background, introducing new built form to the view, mitigation planting would not yet have established. The magnitude of impact would be high, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

Users of the PRoW network

13.8.4 Users of footpath 8 on the northern edge of the Alde Valley (VP18) would experience views partially screened by existing garden vegetation, though prominent views of the proposed Converter Station would remain, a new built form within a rural setting, in the foreground to the middle ground as mitigation planting would not have yet established. Users of footpath 8 near Wardspring Farm (VP19) would experience more open and direct views of the proposed Converter Station in the foreground. Scarring would also be perceptible across the landscape, including previous construction activity along the Underground

Cable Corridors. The magnitude of impact would be high, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

13.8.5 Users of footpath 23 between Friston and Saxmundham (VP16) would experience open views from the north-west towards the proposed Converter Station in the middle ground to background, scarring would also be perceptible across the landscape and mitigation planting would not have fully established yet. The magnitude of impact would be high, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

Road users

13.8.6 People travelling along the B1119 (VP17 and 19) would experience direct views towards the proposed Converter Station in the foreground, introducing a substantial new built form to the landscape. Scarring of the landscape in the foreground and middle ground would also be perceptible and mitigation planting would not have yet established. The magnitude of impact would be high and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

Section C

13.8.7 The operation of the Proposed Scheme in year 1 would not result in significant visual effects receptor groups within Section C.

Section D

13.8.8 The operation of the Proposed Scheme in year 1 would result in significant visual effects for the following receptors groups:

a. Residents of Walberswick (VP63, VP64, VP65); and
b. Users of the PRoW network around Walberswick (VP63, VP64, VP65)

13.8.9 The viewpoints in Section D are located with the National Landscape.

Residents of local communities

13.8.10 In the immediate vicinity of the proposed Landfall site, from rear elevations of residential properties on the western, northern and eastern edges of the field (VP63, VP64, VP65), scarring across the landscape would remain visible, including gaps where mitigation planting is yet to establish. No above ground infrastructure would be visible. The magnitude of impact would range from low to medium and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

Users of the PRoW network

13.8.11 People travelling along the PRoW network in the immediate surroundings of the proposed Landfall Site, footpath 14 along the eastern and southern boundaries, (VP64 and VP65) and bridleway 21 along the western boundary (VP63) would experience open views of scarring across the landscape and gaps in field

boundary vegetation in areas following removal and where mitigation planting has not established in the foreground. The magnitude of impact would be medium, and the resulting effect would be moderate adverse in year 1 of operation, which is **significant**.

13.8.12 A summary of the likely significant visual effects during operation that have been identified within the assessment are presented in **Table 13.19.**

Table 13.19: Summary of likely significant visual effects during year 1 of operation

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Local communities				
Residents of isolated properties between Saxmundham and Leiston	VP9, VP10	Medium	Full Build Out of Kiln Lane Substation Scenario: High	Moderate adverse **(significant)**
Residents of isolated properties between Saxmundham and Leiston	VP20, VP21	Medium	High	Moderate adverse **(significant)**
Residents of Saxmundham	VP16	Medium	High	Moderate adverse **(significant)**
Residents of isolated properties, particularly Wardspring Farm	VP18, VP19	Medium	High	Moderate adverse **(significant)**
Residents of Walberswick	VP63, VP64, VP65	Very high	Low to Medium	Moderate adverse **(significant)**
Users of the PRoW network				
Users of the PRoW network between Friston and Saxmundham	VP10	Medium	Full Build Out of Kiln Lane Substation Scenario: Medium	Moderate adverse **(significant)**
Users of the PRoW network around The Layers	VP14	Medium	High	Moderate adverse **(significant)**
Users of the PRoW network between Friston and Saxmundham	VP16, VP20, VP21	Medium	High	Moderate adverse **(significant)**
Users of the public right of way near Wardspring farm	VP19	Medium	High	Moderate adverse **(significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Users of the PRoW network around Walberswick	VP63, VP64, VP65, VP70	High to Very high	Low to Medium	Moderate adverse **(significant)**
Road users				
People travelling along Grove Road and School Road	VP9	Low	Full Build Out of Kiln Lane Substation Scenario: High	Moderate adverse **(significant)**
People travelling along the B1121	VP14	Low	High	Moderate adverse **(significant)**
People travelling along the B1119	VP19, VP17	Low	High	Moderate adverse **(significant)**

Visual effects of decommissioning

13.8.13 Visual effects relating to the decommissioning of the Proposed Scheme are considered to be no greater than those identified during the construction phase and are therefore assessed as being the same as construction effects as a likely worst-case scenario. The resulting effects resulting from decommissioning would therefore be as reported for the construction effects.

13.9 Mitigation, monitoring and enhancement

13.9.1 Mitigation measures are defined in **Chapter 5 EIA Approach and Methodology**, with embedded control measures for landscape and visual amenity being presented in **Section 13.7** of this chapter.

Additional mitigation and enhancement

13.9.2 For landscape and visual amenity, all mitigation relating to construction phase effects is considered to be tertiary and for operational phase effects is considered primary (embedded). **Section 13.7** of this chapter explains this further and summarises key changes to the design of the Proposed Scheme, which have been informed by the LVIA as part of the iterative design process. This is approach is explained further in **Appendix 13.1 LVIA Methodology**. Therefore, no secondary measures are currently proposed.

Monitoring

Construction

13.9.3 As likely significant effects on landscape and visual receptors would occur during construction of the Proposed Scheme, monitoring of these effects would be

undertaken. The implementation of the mitigation planting would be monitored by the Applicant during the works to ensure that best practice relating to ground preparation, plant handling and planting techniques is followed. This monitoring would be undertaken in accordance with the measures set out within the Outline LEMP, which would be submitted with the application for development consent and developed further post-consent.

Operation

13.9.4 Monitoring of the growth and maintenance of planting would be undertaken by the Applicant during the first five years following planting to ensure its successful establishment. All planting incorporated into the design of the Proposed Scheme would be routinely inspected, managed and maintained during the contract period in accordance with the requirements as stipulated within the final LEMP. The content of the LEMP would be based on the Outline LEMP submitted with the application for development consent. Such maintenance and management practices would include inspecting and, where necessary, replacing defective plants to ensure that all planting establishes and achieves its intended environmental functions and objectives, as illustrated by the Environmental Masterplan that would be submitted with the application for development consent.

13.9.5 The Outline LEMP will explain that after the establishment period, the longer-term maintenance and management would commence. This would be monitored by landscape architects during annual inspections of proposed planting up to year 15 of operation. At this point a monitoring visit would be made by the Applicant to each viewpoint identified within the LVIA predicted to experience significant visual effects to ensure that the planting has established and is delivering its intended screening and integration objectives. Should the landscape planting be found not to have established as intended or be insufficient to provide the required level of screening and integration, remedial works would be undertaken as necessary. These works could, for example, include establishing further planting within the Draft Order Limits to augment that already in place.

Enhancement

13.9.6 Strategic opportunities to incorporate environmental enhancements have been identified through the design development process to date. These are shown on the **Outline Environmental Masterplan**, provided as part of the Statutory Consultation. Further work will continue during the preparation of the ES to identify environmental enhancement opportunities, which would be embedded within the design of the Proposed Scheme. This will include further multi-disciplinary working to define opportunities to deliver Biodiversity Net Gain and wider Environmental Net Gain, which would be illustrated on the Environmental Masterplan submitted with the application for development consent. This will include consideration of the opportunities to enhance natural capital and

ecosystem services through the Proposed Scheme and connections with the wider green infrastructure network and to further the statutory purpose of the National Landscape to conserve and enhance natural beauty.

13.10 Summary of residual effects

13.10.1 This section presents a summary of the preliminary assessment of likely residual effects on the landscape and people's views of the landscape during construction and decommissioning, and after 15 years of operation and maintenance. It should be read alongside the detailed assessment of effects on landscape receptors set out in **Appendix 13.2 Landscape Baseline and Effects**, and visual receptors set **out in Appendix 13.3 Visual Baseline and Effects, Table 13.16** and **Table 13.17** provides a high-level summary of these effects.

Landscape and visual effects of construction and decommissioning

13.10.2 The tertiary mitigation measures described in **Section 13.4** have been embedded into the design of the Proposed Scheme to avoid or reduce environmental effects. Therefore, the residual landscape and visual effects of construction and decommissioning are the same as those reported in **Section 13.8** of this chapter.

Landscape effects at year 15 of operation

13.10.3 **Table 13.19** and **Table 13.20** provide a summary of the residual effects relating to the construction, operation and decommissioning of the Proposed Scheme with regard to landscape and visual amenity receptors.

13.10.4 Adverse residual effects are predicted for LCAs and LLCAs which would be crossed by the proposed Underground Cable Corridors. It is assumed that in the worst-case, up to 46m of existing vegetation would need to be removed at each crossing to facilitate construction where trenchless construction is not proposed. Restrictions on the size and species of proposed planting above the proposed Underground Cable Corridor means that there may be some changes to the baseline where trees and larger shrubs cannot be replaced within the same area, although at the landscape scale this is likely to be barely perceptible. Further consideration will be given to the extent and mitigation of these effects with reference to the AIA and hedgerow surveys in the ES.

National Character Areas

13.10.5 Impacts on NCA 82: Suffolk Coast and heaths would be localised to the proposed Converter Station and proposed Kiln Lane Substation, which would not change the character of the landscape at this scale. The magnitude of impact would be very low. This, assessed against the high sensitivity of the receptor, would result in minor adverse residual effects by year 15 of operation, which is **not significant**.

Regional Character Areas

13.10.6 No residual effects would be experienced in the Seascape Character Area SCT 03 Nearshore Waters. This is in the northern part of the study area where there is no permanent infrastructure.

District Character Areas

13.10.7 Of the ten district LCAs defined within the Suffolk Coastal District and Waveney District character assessments, six would experience residual effects at year 15 of operation. None of these effects would be significant.

13.10.8 The establishment of proposed planting on the embankments of the proposed access road to the proposed Converter Station across the River Fromus would assist in integrating it into the landscape of LCA B4 Fromus Valley. These changes would be permanent, and the severance of the landscape would remain. However, there would be no physical changes and no perception of these impacts across the majority of the area and the magnitude of impact would be very low. The high sensitivity, assessed against the very low magnitude of impact, would result in minor adverse residual effects in year 15 of operation, which is **not significant**.

13.10.9 Easements above and either side of the proposed Underground Cable Corridor are likely to restrict the species of tree and shrubs that can be planted. This means that, although the integrity of field boundaries would have been restored, there may be a barely perceptible change compared to the baseline in LCA B3 Yox Valley, LCA D2 Westwood and Dingle Marshes and LCA K2 Dunwich and Westleton Sandlands. These impacts will be assessed further in the ES, taking account of the results of the AIA and hedgerow surveys. With respect to LCA B3 Yox Valley, the high sensitivity, assessed against the very low magnitude of impact, would result in negligible adverse effects in year 15 of operation, which is **not significant**. For LCA D2 Westwood and Dingle Marshes and LCA K2 Dunwich and Westleton Sandlands the very high sensitivity, assessed against the very low magnitude of impact, would result in minor adverse residual effects in year 15 of operation, which is **not significant**.

13.10.10 With respect to LCA K3 Aldringham and Friston Sandlands in the Amendments to Kiln Lane Substation Scenario, the proposed planting would have established to increase the enclosure and visual screening of the Proposed Scheme. Impacts would be localised to a small corner of the large LCA and overall the magnitude of impact would be very low. The high sensitivity, assessed against the very low magnitude of impact, would result in minor adverse residual effects in year 15 of operation, which is **not significant**. In the Full Build out of Kiln Lane Substation Scenario, the greater extent of built development forming part of the Proposed Scheme means that the magnitude of impact would be low. The high sensitivity, assessed against the low magnitude of impact, would result in minor adverse residual effects in year 15 of operation, which is **not significant**.

13.10.11 Impacts on the character of LCA L1 Heveningham and Knodishall Estate Claylands, would be localised to a small part of the large LCA. Proposed planting

would have established to assist in integrating the Proposed Scheme into the landscape, reducing the apparent mass of the proposed Converter Station and proposed Kiln Lane Substation. Easements for the proposed Underground Cable Corridor mean that there would still be some swathes of open land around the proposed Converter Station which are free of vegetation. However, these would be designed as part of the masterplan to provide other functions, for example for biodiversity and public amenity benefits. Overall, the magnitude of impact would be low. The medium sensitivity, assessed against the low magnitude of impact, would result in minor adverse residual effects in year 15 of operation, which is **not significant**.

Local Character Areas

13.10.12 Of the 21 defined LLCAs, fourteen would experience residual effects at year 15 operation, though only one of these effects is considered significant.

Saxmundham – Friston (Section A and B1)

13.10.13 Of the eight LLCAs in this section, all would experience residual effects by year 15 of operation, although only one of these would be significant.

13.10.14 Planting within LLCA 05 Saxmundham East Claylands would have established by year 15 of operation to reinstate field boundaries and to assist in integrating the proposed Converter Station and Kiln Lane Substation into the landscape. This would enhance the functions of the landscape to the east of Saxmundham, providing a range of benefits including the landscape character, biodiversity and public amenity. However, the intensive change in character from rural farmland to large scale energy infrastructure within these sites would be permanent. The magnitude of impact would be high and this, assessed against the medium sensitivity of LLCA 05, would result in moderate adverse residual effects in year 15 of operation, which is **significant**.

13.10.15 There would be minor adverse residual effects in year 15 of operation relating to LLCA 02 Friston Sandlands and LLCA 03 Friston (for the Full Build out of Kiln Lane Substation Scenario), LLCA 06 Fromus Valley and LLCA 08 Saxmundham (for both Kiln Lane Substation scenarios). These effects are **not significant**.

13.10.16 LLCA 01 Coldfair Green (for both Kiln Lane Substation Scenarios described in **Chapter 2 Description of the Proposed Scheme**), LLCA 02 Friston Sandlands and LLCA 03 Friston (for the Amendments to Kiln Lane Substation Scenario), LLCA 07 Saxmundham South and Benhall (for both Kiln Lane Substation scenarios) would experience negligible adverse residual effects during year 15 of operation. These effects are **not significant**.

Blythburgh to Walberswick (Section D)

13.10.17 Of the twelve LLCAs in this section, five would experience minor adverse or negligible adverse residual effects at year 15 of operation. No above ground physical infrastructure is proposed at the proposed Landfall site or along the route for the proposed Underground HVDC Cable Corridor. Proposed planting to

restore boundaries, character and ecological connectivity would have established by year 15. However, easements above and surrounding the proposed Underground Cable Corridor means that there could be some perception of change compared to the baseline situation within five of the LLCAs. LLCA 09 Walberswick Sandlings and would experience minor adverse residual effects, which is **not significant**. LLCA 11 Walberswick Sandlands plateau, LLCA 14 River Blyth Sandlands, LLCA 15 Walberswick Sandlands fringe and LLCA 21 Blythburgh Sandlands would experience negligible adverse residual effects, which is **not significant**.

Table 13.20: Summary of residual effects at Year 15 of operation on landscape receptors

Landscape receptor	Sensitivity	Magnitude of impact	Resulting effects
NCA 82 Suffolk Coast and Heaths	High	Very Low	Minor adverse **(not significant)**
District Landscape Character Areas			
B3 Yox Valley	High	Very Low	Negligible adverse **(not significant)**
B4 Fromus Valley	High	Very Low	Minor adverse **(not significant)**
D2 Westwood and Dingle Marshes	Very High	Very Low	Minor adverse **(not significant)**
K2 Dunwich and Westleton Sandlands	Very High	Very Low	Minor adverse **(not significant)**
K3: Aldringham and Friston Sandlands	High	Amendments to Kiln Lane Substation Scenario: Very Low Full Build of Kiln Lane Substation Scenario: Low	Amendments to Kiln Lane Substation Scenario: Minor adverse **(not significant)** Full Build of Kiln Lane Substation Scenario: Minor adverse **(not significant)**
L1 Heveningham and Knodishall Estate Claylands	Medium	Low	Minor adverse **(not significant)**
Local Landscape Character Areas			
LLCA 01 Coldfair Green	Medium	Amendments to Kiln Lane Substation Scenario: Very Low Full Build of Kiln Lane Substation Scenario: Very Low	Amendments to Kiln Lane Substation Scenario: Negligible adverse **(not significant)** Full Build of Kiln Lane Substation Scenario: Negligible adverse **(not significant)**

Landscape receptor	Sensitivity	Magnitude of impact	Resulting effects
LLCA 02 Friston sandlands	Medium	Amendments to Kiln Lane Substation Scenario: Very Low Full Build of Kiln Lane Substation Scenario: Low	Amendments to Kiln Lane Substation Scenario: Negligible adverse **(not significant)** Full Build of Kiln Lane Substation Scenario: Minor adverse **(not significant)**
LLCA 03 Friston	Medium	Amendments to Kiln Lane Substation Scenario: Very Low Full Build of Kiln Lane Substation Scenario: Low	Amendments to Kiln Lane Substation Scenario: Negligible adverse **(not significant)** Full Build of Kiln Lane Substation Scenario: Minor adverse **(not significant)**
LLCA 05 Saxmundham east claylands	Medium	High	Moderate adverse **(significant)**
LLCA 06 River Fromus valley meadowlands	High	Very Low	Minor adverse **(not significant)**
LLCA 07 Saxmundham south sandlands and Benhall	Medium	Very Low	Negligible adverse **(not significant)**
LLCA 08 Saxmundham	Medium	Very Low	Minor adverse **(not significant)**
LLCA 09 Walberswick Sandlings	Very High	Very Low	Minor adverse **(not significant)**
LLCA 11 Walberswick sandlands plateau	High	Very Low	Negligible adverse **(not significant)**
LLCA 14 River Blyth sandlands	High	Very Low	Negligible adverse **(not significant)**
LLCA 15 Walberswick sandlands fringe	High	Very Low	Negligible adverse **(not significant)**
LLCA 21 Blythburgh sandlands	High	Very Low	Negligible adverse **(not significant)**

Visual effects at year 15 of operation

13.10.18 Significant adverse residual effects at year 15 of operation would be limited to road users, users of the public right of way network and residents of Saxmundham associated with VP16 and VP19 located along the B1119. Significant adverse residual effects would also affect VP18 and VP21, associated with users of the public right of way network and residents of properties between Saxmundham and Leiston. The visual receptors with significant visual effects would all be located within the vicinity of the proposed Converter Station. As

noted in **Appendix 13.3 Visual Baseline and Effects**, these residual effects would be moderate adverse and as such, **significant**.

13.10.19 The effects on the remaining visual receptors assessed in this chapter are not considered significant. This is attributed to the screening provided by existing vegetation and the establishment of planting to reinstate areas of vegetation removed to facilitate construction and the integration of the proposed Converter Station and proposed Kiln Lane Substation. Consequently, the character of views would be largely restored to baseline conditions, with the restored proposed Landfall site and proposed Underground Cable Corridors barely perceptible in the landscape.

Section A

13.10.20 The operation of the Proposed Scheme in year 15 would result in visual effects for the following visual receptor groups:

a. Residents of isolated properties between Saxmundham and Leiston (VP9, VP10, VP11);
b. Users of the PRoW network between Friston and Saxmundham (VP10 and VP11); and
c. People travelling along Grove Road and School Road (VP9).

Residents of local communities

13.10.21 Views of the proposed Converter Station from isolated residential properties between Saxmundham and Leiston (VP9, VP10, VP11) would be predominantly screened by existing vegetation and mitigation planting. Views to the north-west would return to baseline conditions but some occasional glimpsed views would remain through gaps in vegetation. However, there would still be filtered views to the south-east towards the proposed Kiln Lane Substation. If the Amendments to Kiln Lane Substation Scenario was implemented, the magnitude of impact would be very low, and the resulting residual effects would be negligible adverse. If the Full Build Out of Kiln Lane Substation Scenario was implemented the magnitude of impact would be medium and the resulting residual effects would be minor adverse. In both Kiln Lane Substation scenarios, these effects would **not be significant**.

Users of the PRoW network

13.10.22 From footpath 17 (VP10) and bridleway 10 (VP11) between Friston and Saxmundham proposed planting would have established, better integrating the additional proposed areas of the Kiln Lane Substation into the landscape, although there would still be some filtered views of the structures in the middle ground to background. If the Amendments to Kiln Lane Substation Scenario was implemented, changes to the view and composition would be smaller and the magnitude of impact would be very low and the resulting residual effects would be negligible adverse. If the proposed Full Build Out of Kiln Lane Substation Scenario was implemented, there would be larger changes to the composition of

the view and the magnitude of impact would be low and the resulting residual effects would be minor adverse, which is **not significant**.

Road users

13.10.23 People travelling along Grove Road and School Road (VP9) would experience glimpsed views of the proposed Kiln Lane Substation in the background, located to the west. Proposed planting would assist in better integrating the structure into the landscape, resulting in a low magnitude of impact and the resulting residual effects would be minor adverse, which is **not significant**.

Section B

13.10.24 The operation of the Proposed Scheme in year 15 would result in visual effects for people travelling along the B1119 (VP17).

Road users

13.10.25 People travelling along the B1119 would (VP17) would experience partially filtered views toward the proposed Converter Station in the foreground to middle ground to the south. Proposed planting would assist in partially screening the structure and would have established by year 15 of operation. These views would be in the context of the road and users attention would predominantly be on the road and views would be short in duration. The magnitude of impact would be medium and the resulting residual effects would be minor adverse, which is **not significant**.

Section C

13.10.26 The operation of the Proposed Scheme in year 15 would result in visual effects for residents of Blythburgh (VP49).

Residents of local communities

13.10.27 By year 15 of operation, the Proposed Scheme would be barely perceptible to residents of Blythburgh (VP49). The magnitude of impact would be very low and the resulting residual effects would be minor adverse, which is **not significant**.

Section D

13.10.28 The operation of the Proposed Scheme in year 15 would result in visual effects for the following visual receptor groups:

a. Residents of Walberswick (VP63, VP64, VP65);
b. Users of the PRoW network on the northern edge of the Westwood Marshes (VP63);
c. Users of the PRoW network around Walberswick (VP64, VP65);
d. Users of the Suffolk Coast Path promoted public right of way (VP67); and
e. Visitors to Walberswick beach (VP67).

Residents of local communities

13.10.29 By year 15 of operation, the Proposed Scheme would be barely perceptible from the rear elevations of the residential properties in Walberswick lining Stocks

Lane, part of The Street and Millfield Road (VP63, VP64, VP65). The magnitude of impact on residential receptors would be very low and the resulting residual effects would be minor adverse**,** which is **not significant**.

Users of promoted long distance routes

13.10.30 Views from the Suffolk Coast Path (VP67), located within the National Landscape would be barely perceptible as mitigation planting would have established. As a result, the magnitude of impact would be very low and the resulting residual effects would be minor adverse, which is **not significant**.

Users of the PRoW network

13.10.31 Views from bridleway 21 on the northern edge of Westwood Marshes (VP63) and footpath 14 along the eastern and southern edges of the proposed Converter Station Site (VP64, VP65) would largely return to baseline conditions and the Proposed Scheme would barely perceptible. The magnitude of impact would be very low and the resulting residual effects would be minor adverse, which is **not significant**.

Tourists

13.10.32 Views from Walberswick Beach (VP67) would be barely perceptible as mitigation planting would have established. The magnitude of impact would be very low and the resulting residual effects would be minor adverse, which is **not significant**.

Table 13.21: Summary of residual effects

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Local communities				
Residents of isolated properties between Saxmundham and Leiston	VP21, VP20	Medium	Medium	Minor adverse to Moderate adverse **(significant)**
Residents of isolated properties, particularly Wardspring Farm	VP18, VP19	Medium	Medium	Moderate adverse **(significant)**
Residents of isolated properties between Saxmundham and Leiston	VP27, VP13, VP12	Medium	Very low	Negligible adverse **(not significant)**
Residents of isolated properties between Saxmundham and Leiston	VP11	Medium	Amendments to Kiln Lane Substation Scenario: Very low	Minor adverse **(not significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Residents of isolated properties between Saxmundham and Leiston	VP11	Medium	Full Build Out of Kiln Lane Substation Scenario: Low	Minor adverse **(not significant)**
Residents of isolated properties between Saxmundham and Leiston	VP9	Medium	Amendments to Kiln Lane Substation Scenario: Very low	Negligible adverse **(not significant)**
Residents of isolated properties between Saxmundham and Leiston	VP9	Medium	Full Build Out of Kiln Lane Substation Scenario: Low	Minor adverse **(not significant)**
Residents of isolated properties between Saxmundham and Leiston	VP10	Medium	Amendments to Kiln Lane Substation Scenario: Very low	Negligible adverse **(not significant)**
Residents of isolated properties between Saxmundham and Leiston	VP10	Medium	Full Build Out of Kiln Lane Substation Scenario: Medium	Minor adverse **(not significant)**
Residents of Blythburgh	VP49	High	Very low	Minor adverse **(not significant)**
Residents of Walberswick	VP63, VP64, VP65, VP72, VP64, VP61	High	Very low	Minor adverse **(not significant)**
Residents of Friston	VP2	Medium	Very low	Negligible adverse **(not significant)**
Residents of Saxmundham	VP16	Medium	Medium	Moderate adverse **(not significant)**
Residents of Knodishall	VP7	Medium	Very low	Negligible adverse **(not significant)**
Residents of Knodishall Green	VP22, VP24	Medium	Very low	Minor adverse to Negligible adverse **(not significant)**
Residents of isolated properties including Haw Wood Farm	VP46	Medium	Very low	Negligible adverse **(not significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Residents of Darsham	VP44	Medium	Very low	Negligible adverse **(not significant)**
Residents of Westleton	VP43, VP42, VP41	Medium to High	Very low	Negligible adverse **(not significant)**
Residents of properties between Middleton Moor and Middleton	VP36	Medium	Very low	Negligible adverse **(not significant)**
Residents of Annesons Corner	VP35	Medium	Very low	Negligible adverse **(not significant)**
Residents of isolated properties around Hawthorn Road and Wash Lane	VP34	Medium	Very low	Negligible adverse **(not significant)**
Residents of Theberton	VP32	Medium	Very low	Negligible adverse **(not significant)**
Residents of East Green and Honeypot Lane	VP30	Medium	Very low	Negligible adverse **(not significant)**
Residents of Leiston	VP23	Medium	Very low	Negligible adverse **(not significant)**
Residents of Lodge Road	VP60, VP59	High	Very low	Minor adverse **(not significant)**
Residents of Southwold	VP74	Very high	Very low	Minor adverse **(not significant)**
Users of promoted long distance routes				
Users of the Sandlings Walk promoted public right of way	VP48	High	Very low	Negligible adverse **(not significant)**
Users of the Suffolk Coast Path promoted public right of way	VP68, VP67, VP66	Very high	Very low	Minor adverse **(not significant)**
Users of the PRoW network				

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Users of the PRoW network between Friston and Saxmundham	VP16	Medium	Medium	Moderate adverse **(significant)**
Users of the PRoW network between Friston and Saxmundham	VP20, VP21	Medium	Medium	Minor to Moderate adverse **(significant)**
Users of the PRoW network on the northern edge of the Alde Valley	VP18	Medium	Medium	Moderate adverse **(significant)**
Users of the PRoW network between Friston and Saxmundham	VP2	Medium	Very low	Negligible adverse **(not significant)**
Users of the PRoW network between Friston and Saxmundham	VP11	Medium	Amendments to Kiln Lane Substation Scenario: Very low	Minor adverse **(not significant)**
Users of the PRoW network between Friston and Saxmundham	VP11	Medium	Full Build Out of Kiln Lane Substation Scenario: Low	Minor adverse **(not significant)**
Users of the PRoW network between Friston and Saxmundham	VP10	Medium	Amendments to Kiln Lane Substation Scenario: Very low	Negligible adverse **(not significant)**
Users of the PRoW network between Friston and Saxmundham	VP10	Medium	Full Build Out of Kiln Lane Substation Scenario: Medium	Minor adverse **(not significant)**
Users of the PRoW network around Blythburgh	VP49	High	Very low	Minor adverse **(not significant)**
Users of the PRoW network on the northern edge of the Westwood Marshes	VP62	Very high	Very low	Minor adverse **(not significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Users of the PRoW network around Walberswick	VP70, VP72, VP65, VP64, VP63, VP60, VP59	High to Very high	Very low	Negligible adverse to minor adverse **(not significant)**
Users of the PRoW network between Knodishall and Coldfair Green	VP7	Medium	Very low	Negligible adverse **(not significant)**
Users of the PRoW network near Dunwich Forest	VP47	High	Very low	Negligible adverse **(not significant)**
Users of the PRoW network between Dunwich River and Westleton	VP45	Medium	Very low	Negligible adverse **(not significant)**
Users of the PRoW network between Westleton, Dunwich and Walberswick	VP43	High	Very low	Negligible adverse **(not significant)**
Users of the PRoW network between Westleton and Walberswick	VP42	Medium	Very low	Negligible adverse **(not significant)**
Users of the PRoW network between Westleton and Darsham	VP41	Medium	Very low	Negligible adverse **(not significant)**
Users of the PRoW network near Middleton	VP37	Medium	Very low	Negligible adverse **(not significant)**
Users of the PRoW network around Annesons Corner	VP34	Medium	Very low	Negligible adverse **(not significant)**
Users of the public right of way south of Theberton	VP32	Medium	Very low	Negligible adverse **(not significant)**
Users of the PRoW network between East Green and Theberton	VP31	Medium	Very low	Negligible adverse **(not significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Users of the PRoW network between Saxmundham and Leiston	VP23, VP22	Medium	Very low	Minor adverse to Negligible adverse **(not significant)**
Residents of isolated properties, particularly Wardspring Farm	VP19	Medium	High	Moderate adverse **(significant)**
Users of the public right of way around The Layers	VP14	Medium	Medium	Minor adverse **(not significant)**
Users of the PRoW network between Walberswick and Dunwich	VP69	Very high	Very low	Minor adverse **(not significant)**
Road users				
People travelling along the B1119	VP19	Low	Medium	Moderate adverse **(significant)**
People travelling along the B1119	VP17	Low	Medium	Minor adverse **(not significant)**
People travelling along Grove Road and School Road	VP9	Low	Amendments to Kiln Lane Substation Scenario: Very low	Negligible adverse **(not significant)**
People travelling along Grove Road and School Road	VP9	Low	Full Build Out of Kiln Lane Substation Scenario: Low	Minor adverse **(not significant)**
People travelling along Yoxford Road and Mill Street	VP36	Very low	Very low	Negligible adverse **(not significant)**
People travelling along B1122	VP35	Low	Very low	Negligible adverse **(not significant)**
People travelling along Moat Road (Quiet Lane)	VP31	Medium	Very low	Negligible adverse **(not significant)**
People travelling along Honeypot Lane, Hawthorn Road (Quiet Lane)	VP30	Low	Very low	Negligible adverse **(not significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
and Harrow Lane (Quiet Lane)				
People travelling along Harrow Lane (Quiet Lane)	VP28	Low	Very low	Negligible adverse **(not significant)**
People travelling along Saxmundham Road	VP23	Low	Very low	Negligible adverse **(not significant)**
People travelling along the B1121	VP14, VP12	Low to medium	Very low to Medium	Negligible adverse to Minor adverse **(not significant)**
People travelling along The Street	VP61	Medium	Very low	Minor adverse **(not significant)**
Recreation				
Visitors of St Mary the Virgin Church	VP3	Medium	Amendments to Kiln Lane Substation Scenario: Very low	Negligible adverse **(not significant)**
Tourists				
Visitors to Southwold pier	VP76	Very high	Very low	Minor adverse **(not significant)**
Visitors to Southwold	VP74	Very high	Very low	Minor adverse **(not significant)**
Visitors to Southwold Caravan site	VP73	High	Very low	Minor adverse **(not significant)**
Visitors to Southwold beach	VP73	Very high	Very low	Minor adverse **(not significant)**
Visitors to Walberswick beach	VP70, VP69, VP67, VP72	Very high	Very low	Minor adverse **(not significant)**
Visitors to Walberswick	VP61	Very high	Very low	Minor adverse **(not significant)**
Visitors to Walberswick Marshes	VP69, VP68, VP66	Very high	Very low	Minor adverse **(not significant)**
Visitors to beach huts and campsite	VP70	Very high	Very low	Minor adverse **(not significant)**

Visual receptor group	Related viewpoints	Sensitivity	Magnitude of impact	Resulting effects
Users of Haw Wood Caravan Park	VP46	Medium	Very low	Negligible adverse **(not significant)**
Visitors to Darsham Marshes Nature Reserve	VP40	Medium	Very low	Negligible adverse **(not significant)**
Visitors to Leiston Abbey	VP29	Medium	Very low	Negligible adverse **(not significant)**
Users of the Cake and Ale Campsite	VP28	Medium	Very low	Negligible adverse **(not significant)**
Visitors to the RAF Leiston memorial	VP28	Medium	Very low	Negligible adverse **(not significant)**
Users of vessels	VP77	High	Very low	Minor adverse **(not significant)**

13.11 Monitoring construction

13.11.1 As likely significant effects on landscape and visual receptors would occur during construction of the Proposed Scheme, monitoring of these effects would be undertaken. The implementation of the mitigation planting would be monitored by the Applicant during the works to ensure that best practice relating to ground preparation, plant handling and planting techniques is followed. This monitoring would be undertaken in accordance with the measures set out within the Outline LEMP, which would be submitted with the DCO application and developed further post-consent.

Operation

13.11.2 Monitoring of the growth and maintenance of planting would be undertaken by or on behalf of the Applicant during the first five years following planting to ensure its successful establishment. All planting incorporated into the design of the Proposed Scheme would be routinely inspected, managed and maintained during the contract period in accordance with the requirements as stipulated within the final LEMP. The content of the LEMP would be based on the Outline LEMP submitted with the application for development consent. Such maintenance and management practices would include inspecting and, where necessary, replacing defective plants to ensure that all planting establishes and achieves its intended environmental functions and objectives, as illustrated by the Environmental

Masterplan that would be submitted with the application for development consent.

13.11.3 The Outline LEMP explains that after the establishment period, the longer-term maintenance and management would commence. Should the proposed planting be found not to be sufficient to provide the required level of screening and integration, remedial works would be undertaken as necessary. These works could, for example, include establishing further planting within the Draft Order Limits to strengthen that already in place. Further detail will be provided in the Outline LEMP submitted with the application for development consent.

Topic Glossary and Abbreviations

Term	Definition
AIA	Arboricultural Impact Assessment
AOD	Above Ordnance Datum
AONB	Areas of Outstanding Natural Beauty
CCA	Coastal Character Areas
CoCP	Code of Construction Practice
DCO	Development Consent Order
Defra	Department for Environment, Food and Rural Affairs
DEMP	Decommissioning Environmental Management Plan
DSM	Digital Surface Model
EIA	Environmental Impact Assessment
ES	Environmental Statement
ESDC	East Suffolk District Council
EEZ	Exclusive Economic Zone
GIS	Geographic Information System
GLVIA	Guidelines for Landscape and Visual Impact Assessment
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
LCA	Landscape Character Area
LCN	Local Cycle Network
LCT	Landscape Character Types
LEMP	Landscape Environmental Management Plan
LLCA	Local Landscape Character Area
LT	Landscape Type
LVIA	Landscape and Visual Impact Assessment
NCA	National Character Area
NCN	National Cycle Network
NL	National Landscape
NPPF	National Planning Policy Framework
NPS	National Policy Statements
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way
RAF	Royal Air Force

Term	Definition
RCN	Regional Cycle Network
SCC	Suffolk County Council
SCT	Seascape Character Type
SEO	Statements of Environmental Opportunity
SLA	Special Landscape Areas
SLR	Sizewell Link Road
SPR	Scottish Power Renewables
TGN	Technical Guidance Note
TPO	Tree Preservation Order
UK	United Kingdom
ZTV	Zone of Theoretical Visibility

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